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FORZA MOTORSPORT™



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Game Experience May
Change During Online Play



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game studios™



PRIMA Official Game Guide

**Brad Anthony
Dan Irish**

Prima Games

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3000 Lava Ridge Court, Ste. 100
Roseville, CA 95661
1-800-733-3000
www.primagames.com



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Product Manager: Jill Hinckley

Editor: Alaina Yee

Design & Layout: Andrew Burwell

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ISBN: 0-7615-4762-2

Library of Congress Catalog Card Number: 2004108581

Acknowledgements:

We would like to thank the following people for their help with this guide: Jeff Stephens, Dan Greenawalt, Kathy Kim, and Garrett Young at Microsoft; lil' bra Kevin (a.k.a. the E.R.T.); and Chris Muniz.

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RACING 101

Practice, practice, practice: these are the best three words of advice. You must master cornering, braking, and acceleration to make it to the winner's circle. But the true blend of talent and skill is when you can see the fastest racing line and take advantage of it. Here are some tips and techniques you need to succeed.



RACING LINES

To reach the winner's circle, you need to discover the best line around the track. Worldly racers know that the fastest line between two points is a curve. This curve is called the "racing line."

Forza Motorsport shows imaginary lines on the racetrack. These lines follow the general path of smoothness and least resistance. These lines are the "generic" lines for the moderate racer and apply to a wide range of cars, so you don't always have to follow them to be the fastest on the track. The line's color



changes to indicate your appropriate speed based upon the track conditions. Green arrows suggest acceleration (such as when on a straightaway) and red arrows indicate when you should be



braking (such as if a hairpin turn is coming up). By following these recommendations, the moderate driver can obtain a higher average speed as well as the safest route through a challenging track.



However, when you get your own unique vehicle pimped out the way you like it, the racing lines may not show the best way through a track for your car.

HOT TIP

As an alternative to following the suggested line on the track, watch for where the tire tracks are grouped near the corner entry. Their location may indicate a better line.





RACING LINES CONTINUED



In racing theory there are several types of lines, but generally there is one standard racing line per turn type. The shortest distance between two points is a straight line, but in racing, that line always has some arc to it. The lines can be slightly altered depending on your situation, speed, and track conditions. Use mild curves between the corner entry, apex, and exit to straighten the corner out as much as possible. How you exit the turn is highly

dependent on how you enter the turn, making corner setup crucial. Remember, these lines are theoretical, and it's still your responsibility to accurately read the conditions of each turn. Consider these your basic guidelines to build upon your racing victories.



Finding the Racing Lines



Here are a few basic tips on how to find the racing line on any track. Above all, it takes practice to develop the skill to "see" the racing line. Remember that the racing line is the fastest curved line between the series of apexes on the track.

- 1** Explore the track by driving it at slow speeds. This type of exploration helps any driver identify the dangers, surprises, and overall feel of any track.
- 2** Practice using the entire track width when traveling around the course. At slow speeds this may seem

unrealistic, but during high speeds this practice helps make your racing line faster and your overall speed higher.

- 3** At each corner or turn, look for the apex. It is within distance early into the corner or from the straightaway? The line that you should be following is the curved line between all of the apexes in the corners. Sound tricky? It is until you've tried it a few times.
- 4** As you progress in speed and experience, learning to use the entire track upon exit of a corner is where your skill finds definition. Every driver finds the performance envelope of his or her vehicle by searching for the apex of each corner and pressing the vehicle to its limit. As you reach higher speeds, notice that the car becomes more difficult to control and may leave the track around tight corners. Running off the outside edge of

the track means you've turned to the apex too late. But if you're hitting the inside of the turn, you've hit the apex too early.

- 5** When you're driving at speeds that force you to use the entire track and you're leaving the pavement, you've found the limit or "baseline" for the track. Remember that each baseline is different depending on the vehicle, tires, tuning, and track conditions.

- 6** A real skill is called "compromising corners." This means that you compromise some corners to ensure top speed through others. Focus on maintaining top speeds through corners with long straights after them, which translates to a higher overall top speed. But keeping your speed under control, or "compromised," in other corners means your car won't leave the track and you can hit maximum speed again.

CORNERING

The trick to basic cornering is slow in—fast out. While the opposite approach is the tendency of most inexperienced drivers, true racers show their skill by practicing this technique. It is the bread and butter of any race winner.



FROM APEX TO APEX



As previously mentioned, the fastest line between two points on a track is curved. What this means is that to maximize a car's speed through the track, the driver needs to be comfortable with using the entire width of the

track. This is why you may have seen cars moving from one side of the track to the other on TV. Rather than just staying on the right or the left and taking the corners as tightly as possible, the fastest drivers know that by using the entire track, they can

maintain a higher speed than if they just stay on the inside.

Traction and the coefficient of friction for the vehicle's tires play a critical role in determining how fast a car can move through a track. The best drivers are always at the limit of this coefficient, meaning that they are just about to skid through a turn, but the sliding force never quite overcomes the static (stability) force holding their car's tires to the track.

Every corner is divided into three segments: the turn entry, the apex, and the turn exit. The

apex of each corner is found near the middle of the corner. Some corners have early apexes, while others are late apex. Identifying which type of corner you're in is the true demonstration of a racer's talent. As the vehicles passes the apex, use the full width of the track to your advantage, moving back toward the outside edge as you complete the corner, lining up for the next apex. The key to fast cornering is finding the smallest and most gradual turn between apexes.





CORNERING

ADVANCED CORNERING

The techniques described here refer to the driver's use of the vehicle through the track.

We've condensed a few techniques that the pros use to win. Remember that these techniques are individual to each driver and each vehicle, and they don't refer specifically to the mechanics or physics of any single track. As general

principles, they need the talents of a real driver to be effective tools for you to reach the winner's circle.

The advanced cornering techniques are all based upon the same principle. It takes energy to turn a vehicle. The more gradual the turn, the more energy can be used in accelerating the vehicle to its



top speed. The more time at the vehicle's top speed, the shorter

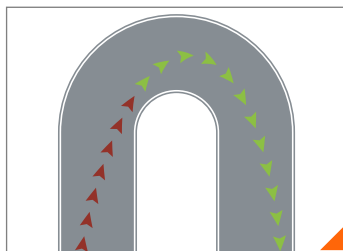


the laps and the lower the overall track time.

Early Apexing

The "early apex" is defined as the point before the geometric center of a corner. Apexing early is less common, but it can be advantageous when driving through an increasing radius corner because it allows a higher speed upon the exit of the turn. By apexing earlier, a driver creates a wide racing line (meaning a very gradual turn) at the point past the apex. Be sure to keep the line on the track but

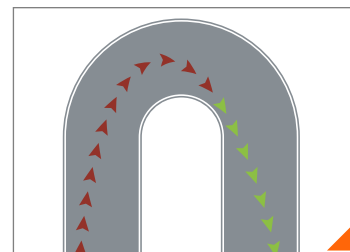
use the entire pavement to smooth out the line into being as straight as possible.



Late Apexing

The "late apex" technique is defined as the point after the geometric center of a corner. By apexing late, a driver balances speed coming into the turn with the need for traction around the corner. Maintaining a higher speed throughout the entire corner means that it may be easier to reach the vehicle's top speed upon exiting the corner. However, be careful when using this technique because in some cases, the average speed throughout the entire corner is slower than any time gained

through increased straightaway top speed after the corner. This technique is most often used for navigating through very shallow turns and corners.



TYPES OF TURNS



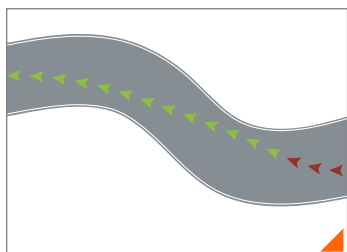
TYPES OF TURNS **CONTINUED**



Chicanes

Chicanes create a horizontal diversion in the track with a narrow route between apexes. In city driving, chicanes are used to divert that path of travel and shift it sideways. On closed circuits they are a short, tight challenge to navigate. They become even more complicated when elevation changes are

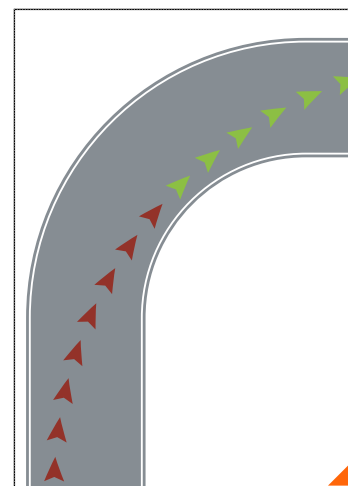
thrown into the mix. Try to make a straight line through them any way possible, but ideally from inside apex to inside apex. The straighter your line, the faster your exit. Resist the temptation to swerve back and forth twice—test this technique instead. You'll never look at chicanes the same way again.



Constant-Radius Turns

The pro driver navigating the constant-radius turn has a good balance between entry and exit speeds and passes evenly through the apex. The constant-radius turn appears most frequently of all the corner types. Experiment in Time Trials mode to find the best line. Treat each constant-radius turn as its own

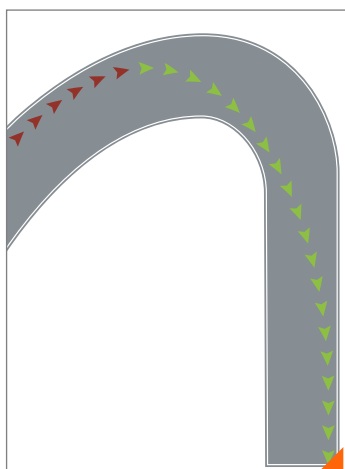
entity as the radius changes between different corners.



Decreasing-Radius Turns

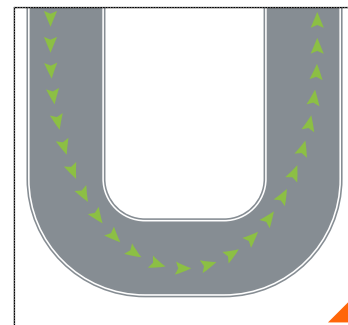
Decreasing turns start with a wider radius and become tighter as the corner continues. These corners are possibly the most challenging turn to maintain proper alignment and speed throughout. They are also the worst cause of spins and collisions with the turn exit at the outer barrier. The best option is to stick to the outside of the turn until the late apex, and follow the

outside all the way through to the exit where you can aggressively accelerate out of the corner.



Double Apexes

Treat double apexes similarly to hairpin corners. The exception here is that they have a short straight section on the inside of the corner, effectively separating it into two parts, and subsequently two apexes. Choose your route based on track conditions before and after the double apex—or more specifically, how you can enter and exit the turn.





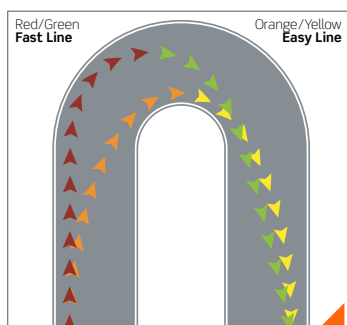
CORNERING

Hairpin Turns

Hairpin turns generally have two accepted lines that are both based on circumstances. For safety (a lower risk during cornering), the easiest line to execute is one that hugs the apex all the way around the inside of the corner, keeping wide on both the turn entry and exit. Slow entry and fast exit is the recommendation here.

The more challenging line is also the fastest line; however you'll need to practice this one

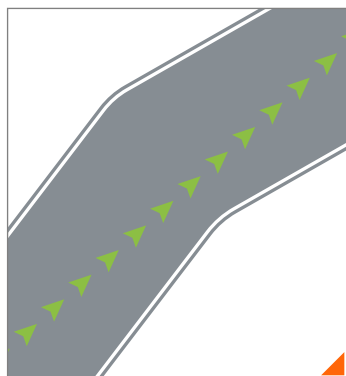
much more than the standard line. Start at the center of the turn entry, move to a late apex curve along the outside edge of the turn when you pass the middle of the apex, and follow the outside to the turn exit; shoot out of the corner with maximum acceleration still along the outside edge.



Kinks

Kinks are slight bends in the track that may be angular or rounded. If combined with a slight elevation rise or crest, they can be perilous if not taken seriously. The small change in track alignment may seem inconsequential at first, but at high speed the wrong setup

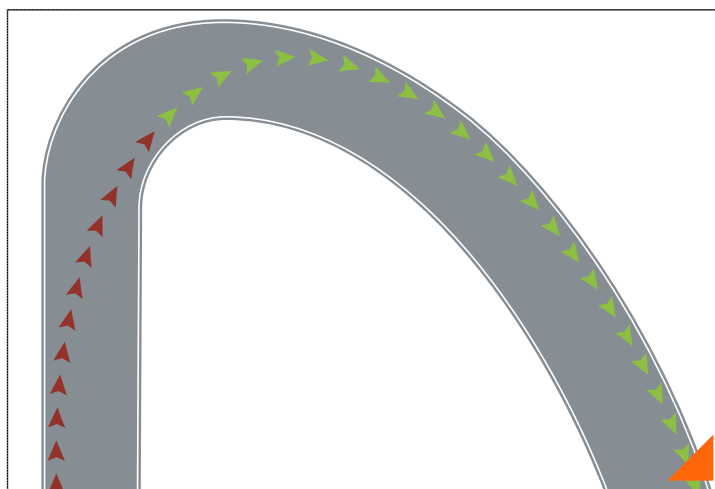
usually leads to a frustrating off-road adventure. This is one occasion where the "fast in—fast out" exception may be applied if you're careful.



Increasing Turns

These turns become wider in radius as the corner progresses past the apex. These corners are commonly approached with an

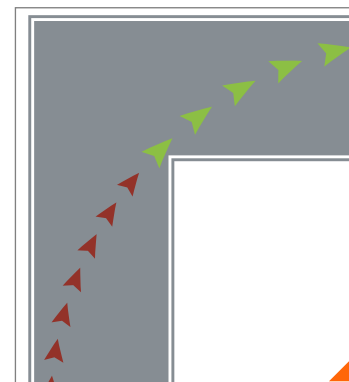
early apex technique to take full advantage of the straightening out of the track near the exit of the turn.



Right Angles

Right angles are similar to the very common constant-radius corner type, with one major exception: the geometric apex is

defined by a single point where the track alignment changes. This corner type is not very forgiving if your braking skills are lacking. Brake hard before the turn to check your speed and don't get caught up on the edge of the apex; there are usually barriers on the inside of the turn.

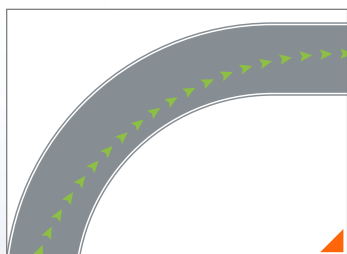


TYPES OF TURNS

Sweepers

These typically large-radius, high-speed corners are usually found on open areas of the track where there is plenty of room to move. Their long arc allows for higher than average through

speeds and maximized corner exit speeds. Sweepers have one apex, like other corner types, but it's not always necessary to hug the inside at their point.



OVERSTEER AND UNDERSTEER

Two common conditions when driving a high performance vehicle are "oversteer" and "understeer."

Oversteer is the condition in which the rear of the car is sliding out from the direction of travel. The front wheels are tracking in the direction of travel, but the rear of the car comes out from behind the front wheels. In controllable circumstances, this is often beneficial to finding the tightest line through a course. However, when the rear of the car loses traction and slides out (oversteer always slides to the outside of a curve) in an uncontrollable condition, this can send you into a spin. For a FWD or an AWD car, try to correct this condition by adding more throttle—this brings more weight and force to the rear of the car—and steer in the direction of the skid. Be warned though that in higher-powered vehicles, applying more throttle can cause the car to spin out even more. For a RWD car, let off the throttle and turn into the skid

to slow the rear wheels down and gain traction without spinning out.

Understeer is the condition when the front wheels are not steering the car effectively. They have lost sufficient traction to continue to direct the car around a corner. In this case, the car generally goes straight into the wall or off the road, despite how much the front wheels are turned. The car's condition is such that it cannot turn at the rate at which the front wheels are turned. This leads to the understeer condition and "plowing" off the roadway. Correct this by slowing down and returning more weight to the front of the vehicle. However, be cautious when recovering from understeer because the car tends to suddenly "grab" the road when the understeer condition ends and the front end can throw the back end into an oversteer condition. This is called "fishtailing" and it is why understeer is often more hazardous than oversteer.



Car oversteering and sliding out



Car understeering and plowing straight ahead



BRAKING TECHNIQUES

BRAKING TECHNIQUES

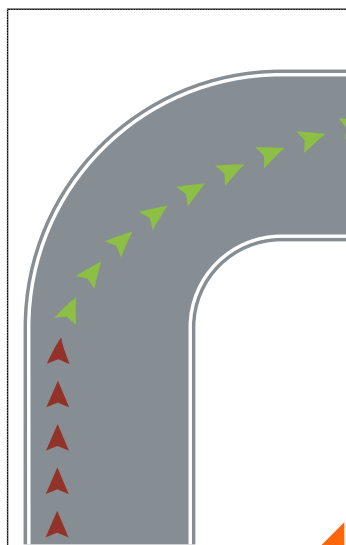
Skillful use of the brake will make you a better racer. Every racer should have working knowledge and experience with several braking techniques.



Straight-Line Braking

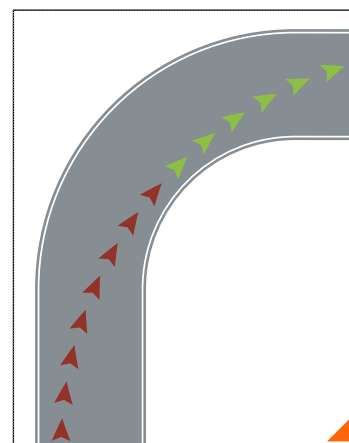
This principle is the Holy Grail of braking. Always brake the hardest when traveling in a straight line prior to a turn entry. Any turn in the wheels could force your car into an understeering or oversteering condition (drift) if there are enough Gs exerted on your vehicle. Learn the threshold of your car's brakes to anticipate just how hard to brake without forcing a loss of traction. When approaching a corner, apply the brakes to near maximum in the

straight section immediately in front of the corner's entry point. Once inside the corner, release the brakes and accelerate to rip out of the turn's exit.



Trail Braking

A more difficult technique to master, trail braking involves delaying your braking until just before the turn entry. Continue braking through the turn to the apex where you can begin to accelerate out from the remainder of the corner. The trick here is to avoid forcing your car to drift while braking through the turn. Learn your car well enough to know its braking threshold, so you know how hard to brake without oversteering and sliding into a wall.



Engine Braking

Gearing down before a corner slows the engine and reduces speed. It's used with or without braking, and it's a difficult technique to master. Excessive

downshifting overrevs your engine and results in reduced speed and costly added seconds to your time. Engine braking is sometimes favored by racers

who want that extra torque coming out of a turn. It's not necessary to have a manual transmission to use engine braking. Tap the brakes in an

automatic transmission and the car gears down accordingly. However, the gear change is not always uniform, so pay close attention.

HOT TIP

"Slow in—fast out." Make this your braking mantra. The sooner you slow down prior to taking a turn, the faster you can accelerate coming out of it. This technique prevents uncontrolled slides and/or

disastrous collisions.

Its opposite, **"fast in—slow out,"** is a wacky racing "technique" commonly used by greenies and naïve leadfoots, because that is the natural tendency of inexperienced drivers.



DRIVATAR TRAINING

The Drivatar system creates your own trainable artificial intelligence racer. The created driver's on-track skills depend on the quality and quantity of training invested into it. Here's how it works.

DRIVATAR LESSONS

You progress through five basic lesson scenarios in the first step of Drivatar training. Each scenario is based on a different track, with a specific type of car, to ensure that all the essentials are covered.

Tsukuba

The Tsukuba Drivatar lesson consists of three laps with a front-wheel-drive, forward-engine car. The track introduces handling for constant-radius turns, hairpins, and low-speed sweepers.

Blue Mountains Raceway

Here you train the Drivatar A.I. on an all-wheel-drive, front-engine car through three laps over a



track with severe elevation changes. The track introduces handling for kinks, decreasing-radius turns, and chicanes. This lesson also practices the fundamental skill of corner combinations.

Maple Valley Raceway

This Drivatar A.I. lesson is performed with a rear-wheel-



drive, front-engine car. The three laps on this track include training for medium-speed sweepers over a course with moderate elevation changes.

Tokyo

Take your driver through three laps around the Tokyo Circuit in a rear-wheel-drive, rear-engine car. This course teaches proper lines



for right angles and tight, technical chicanes.

Road America

The last of the lessons is three laps around the Road America track in a high-downforce, purpose-built race car. The lesson includes high-speed sweepers and heavy braking zones.



DRIVATAR TRAINING

FREE TRAINING

OBSERVE



Now you've completed the five directed lessons, you can train your Drivatar A.I. on any of the game's circuit, point-to-point, or test tracks. Keep in mind that your driver will perform better on all of the tracks if it has been trained on all of them.

The five directed lessons were only the beginning of the training. It's up to you to keep your training

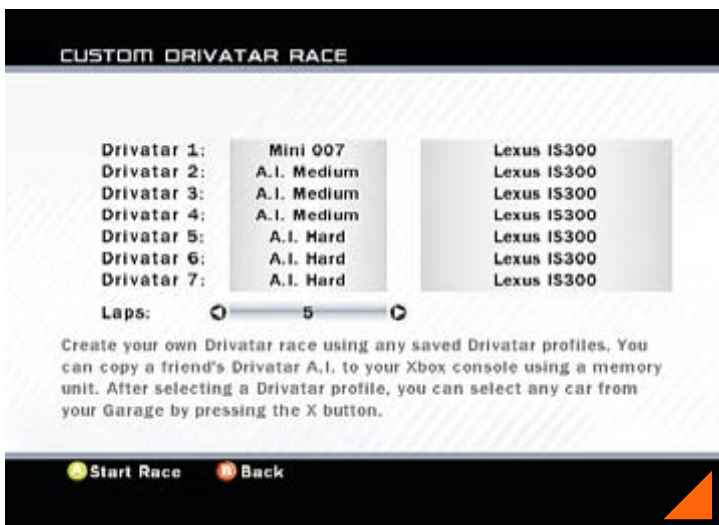
up to par if you plan on getting results from your A.I. driver.



At any point after your initial Drivatar A.I. training you can observe your driver complete any track of your choice. Put it to the test and evaluate its performance. If the results are not encouraging, go back and continue training until the driver's performance improves.



HEAD TO HEAD



Here is the real test for your trained A.I. driver. Set up a race of your choice with multiple options. Choose the track, number of laps, opponent cars from your Garage, and either set the A.I. opponent difficulty or load any other existing Drivatar profiles. If the results are not good, retry that race to check if the placement is any better the second time. Even A.I. drivers make mistakes.



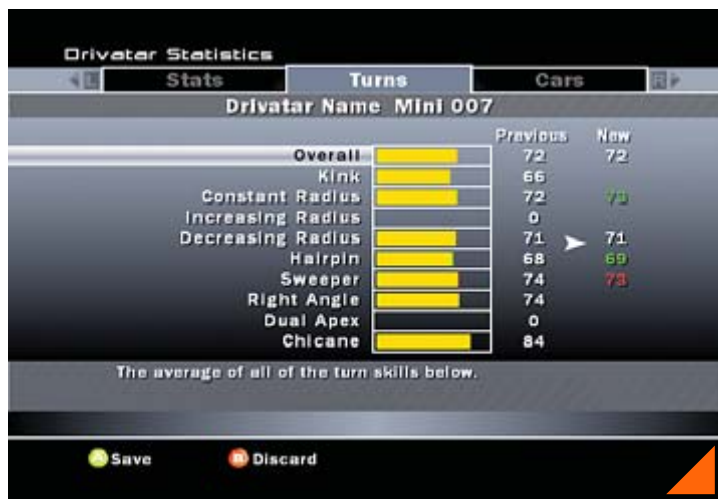
STATISTICS



This is where you track your driver statistics, your general training, and race performance. The first stat page summary includes your Drivatar profiles' winnings and ratings, including overall turn rating and win/loss numbers. The second stat page outlines your specific turn ratings so you can easily spot where you can improve your driver's abilities. Lastly, the car stats page details your driver's ratings specific to each car type.



These ratings are always listed as a percentage, so get them as close to 100 percent as you can.





MISCELLANEOUS TIPS

MISCELLANEOUS TIPS

AUTOMATIC OR MANUAL?

Transmissions—automatic or manual—work in the game the same way as in real life. With an automatic transmission, once a set RPM is hit, the transmission shifts gears up or down accordingly.

Using a manual transmission requires a steep learning curve, but once it becomes second nature you can be faster on the track with the greater level of control over your

transmission. This option is for experts only!

Learn to race with an automatic transmission until you're comfortable with the controls, car handling, and race events. With fewer distractions it will be easier to concentrate on winning. You can play through the entire game without having to switch from an automatic car, so don't feel pressured to change up to a manual.

MAXIMIZING YOUR CREDIT EARNINGS PER RACE

Set the difficulty rating to its highest level by turning off the driver assist functions including ABS, TCS, and SMS. Turn all the damage to simulated, and if using a manual transmission isn't too daunting, turn that on for the maximum difficulty. The last

thing you should turn off is the suggested line, as it's the most useful. The increase in earnings is quite substantial, so take advantage of the early stages (when you're pitted against modest A.I. opponents) while you can.

CONCLUSION

Now that the various racing techniques and tips have been explained, continue to the next section to get the goods on all of the cars in the game. With more than 200 cars in *Forza Motorsport*, there's a ton to review!

THE CARS: MANUFACTURERS AND MODELS

Forza Motorsport offers a tremendous variety of cars from various manufacturers around the world. While there's always the urge to have the most expensive, souped up car possible, the best drivers can still win in lower-end vehicles. This section offers a look at the vehicles, their stock technical specifications, and prices. (Rarity and prices will vary based on the geographical region of your player profile.) The stats for Speed, Acceleration, Braking, Cornering, and Rarity all are based on a scale of 1-10.

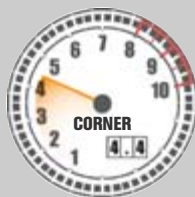
The cars have been organized by country, then by manufacturer. If you're looking to see how they stack up by horsepower, or by torque, flip to Appendix I—we've listed the cars there in a variety of alternative ways to make it easy for you to pick your car.

NOTE: Not all car manufacturers chose to participate in Prima's Official *Forza Motorsport* guide. Throughout the guide, we have deliberately left out mention of 19 cars. We apologize for this inconvenience—if you need more information, please visit www.xbox.com.



PEUGEOT 2004 206 GTI 180

PRICING
NA: 30,000 A: 21,000
E: 21,000



CNTRY	RARITY
NA	5.3
A	4.2
E	4.0

CLASS D1 | DRIVE FWD | MOTOR FRONT | POWER (HP) 180 | TORQUE ft/lbs 152 | WEIGHT (lbs) 2,390 | WEIGHT FRONT (%) 64

RENAULT 2003 SPORT CLIO V6 RS

PRICING
NA: 38,000 A: 33,000
E: 24,000



CNTRY	RARITY
NA	5.6
A	5.3
E	4.2

CLASS C2 | DRIVE RWD | MOTOR MID | POWER (HP) 255 | TORQUE ft/lbs 221 | WEIGHT (lbs) 3,086 | WEIGHT FRONT (%) 40

THE CARS: MANUFACTURERS AND MODELS

 **FRANCE**  **GERMANY**

AUDI 2000 S4

PRICING A: 27,000
NA: 25,000 E: 24,000



CNTRY	RARITY
NA	4.4
A	4.8
E	4.2

CLASS C4 | **DRIVE AWD** | **MOTOR FRONT** | **POWER (HP) 265** | **TORQUE ft/lbs 294** | **WEIGHT (lbs) 3,593** | **WEIGHT FRONT (%) 59**

AUDI 2001 #1 INFINEON R8

PRICING A: 500,000
NA: 500,000 E: 500,000



CNTRY	RARITY
NA	10.0
A	10.0
E	10.0

CLASS R-P1 | **DRIVE RWD** | **MOTOR MID** | **POWER (HP) 610** | **TORQUE ft/lbs 516** | **WEIGHT (lbs) 1,984** | **WEIGHT FRONT (%) 48**

AUDI 2001 #38 CHAMPION R8

PRICING A: 500,000
NA: 500,000 E: 500,000



CNTRY	RARITY
NA	10.0
A	10.0
E	10.0

CLASS R-P1 | **DRIVE RWD** | **MOTOR MID** | **POWER (HP) 610** | **TORQUE ft/lbs 516** | **WEIGHT (lbs) 1,984** | **WEIGHT FRONT (%) 48**

AUDI 2001 #4 JOHANSSON R8

PRICING A: 500,000
NA: 500,000 E: 500,000



CNTRY	RARITY
NA	10.0
A	10.0
E	10.0

CLASS R-P1 | **DRIVE RWD** | **MOTOR MID** | **POWER (HP) 610** | **TORQUE ft/lbs 516** | **WEIGHT (lbs) 1,984** | **WEIGHT FRONT (%) 48**

AUDI 2002 #1 CHAMPION S4 COMPETITION

PRICING A: 249,000
 NA: 249,000 E: 242,000



CNTRY	RARITY
NA	9.8
A	9.8
E	9.7

CLASS **R-GT** | DRIVE **AWD** | MOTOR **FRONT** | POWER (HP) **420** | TORQUE ft/lbs **363** | WEIGHT (lbs) **3,100** | WEIGHT FRONT (%) **59**

AUDI 2003 #1 CHAMPION RS 6

PRICING A: 260,000
 NA: 260,000 E: 254,000

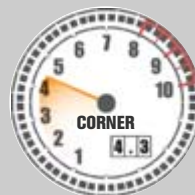


CNTRY	RARITY
NA	9.8
A	9.8
E	9.7

CLASS **R-GT** | DRIVE **AWD** | MOTOR **FRONT** | POWER (HP) **475** | TORQUE ft/lbs **438** | WEIGHT (lbs) **3,150** | WEIGHT FRONT (%) **60**

AUDI 2003 RS 6

PRICING A: 42,000
 NA: 39,000 E: 36,000



CNTRY	RARITY
NA	5.3
A	5.5
E	5.1

CLASS **B1** | DRIVE **AWD** | MOTOR **FRONT** | POWER (HP) **450** | TORQUE ft/lbs **415** | WEIGHT (lbs) **4,023** | WEIGHT FRONT (%) **60**

AUDI 2004 #8 24H NÜRBURGRING TT-R

PRICING A: 387,000
 NA: 387,000 E: 380,000



CNTRY	RARITY
NA	9.8
A	9.8
E	9.7

CLASS **R-GTS** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **455** | TORQUE ft/lbs **376** | WEIGHT (lbs) **2,381** | WEIGHT FRONT (%) **55**

THE CARS: MANUFACTURERS AND MODELS



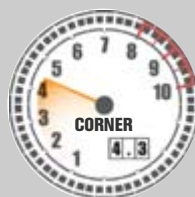
GERMANY



AUDI 2004 S4

PRICING
NA: 29,000

A: 32,000
E: 27,000



CNTRY	RARITY
NA	4.8
A	5.1
E	4.6

CLASS **C2** | DRIVE **FWD** | MOTOR **FRONT** | POWER (HP) **340** | TORQUE ft/lbs **302** | WEIGHT (lbs) **3,900** | WEIGHT FRONT (%) **60**



AUDI 2004 TT COUPE 3.2 QUATTRO

PRICING
NA: 21,000

A: 22,000
E: 21,000



CNTRY	RARITY
NA	4.2
A	4.4
E	4.1

CLASS **D1** | DRIVE **AWD** | MOTOR **FRONT** | POWER (HP) **250** | TORQUE ft/lbs **236** | WEIGHT (lbs) **3,351** | WEIGHT FRONT (%) **59**



BMW MOTORSPORT 1997 #42 MCLAREN F1 GTR

PRICING
NA: 500,000

A: 500,000
E: 500,000



CNTRY	RARITY
NA	10.0
A	10.0
E	10.0

CLASS **R-P1** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **604** | TORQUE ft/lbs **524** | WEIGHT (lbs) **2,131** | WEIGHT FRONT (%) **41**



BMW MOTORSPORT 1999 #15 V12 LMR

PRICING
NA: 500,000

A: 500,000
E: 500,000

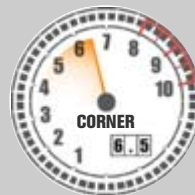


CNTRY	RARITY
NA	10.0
A	10.0
E	10.0

CLASS **R-P1** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **590** | TORQUE ft/lbs **500** | WEIGHT (lbs) **1,984** | WEIGHT FRONT (%) **45**

BMW MOTORSPORT 2003 #42 M3-GTR

PRICING A: 387,000
 NA: 387,000 E: 380,000

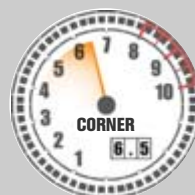


CNTRY	RARITY
NA	9.8
A	9.8
E	9.7

CLASS **R-GTS** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **444** | TORQUE ft/lbs **354** | WEIGHT (lbs) **2,425** | WEIGHT FRONT (%) **50**

BMW MOTORSPORT 2003 #43 M3-GTR

PRICING A: 387,000
 NA: 387,000 E: 380,000

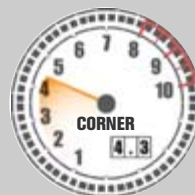


CNTRY	RARITY
NA	9.8
A	9.8
E	9.7

CLASS **R-GTS** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **444** | TORQUE ft/lbs **354** | WEIGHT (lbs) **2,425** | WEIGHT FRONT (%) **50**

MERCEDES 1954 300SL GULLWING COUPE

PRICING A: 85,000
 NA: 81,000 E: 78,000

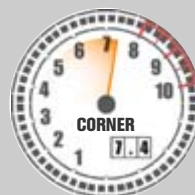


CNTRY	RARITY
NA	7.3
A	7.4
E	7.2

CLASS **D1** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **240** | TORQUE ft/lbs **217** | WEIGHT (lbs) **2,851** | WEIGHT FRONT (%) **49**

MERCEDES 1998 #11 D2 CLK-GTR

PRICING A: 500,000
 NA: 500,000 E: 500,000



CNTRY	RARITY
NA	10.0
A	10.0
E	10.0

CLASS **R-P1** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **622** | TORQUE ft/lbs **567** | WEIGHT (lbs) **2,205** | WEIGHT FRONT (%) **55**

THE CARS: MANUFACTURERS AND MODELS

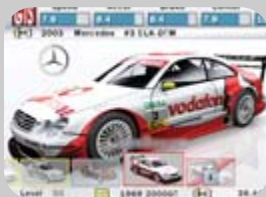


GERMANY



MERCEDES 2003 #3 CLK-DTM

PRICING A: 393,000
NA: 393,000 E: 387,000



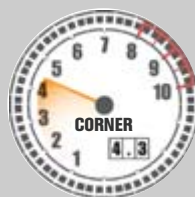
CNTRY	RARITY
NA	9.9
A	9.9
E	9.8

CLASS **R-GTS** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **604** | TORQUE ft/lbs **572** | WEIGHT (lbs) **2,381** | WEIGHT FRONT (%) **54**



MERCEDES 2003 CLK55 AMG COUPE

PRICING A: 32,000
NA: 32,000 E: 27,000



CNTRY	RARITY
NA	5.2
A	5.2
E	4.8

CLASS **C2** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **342** | TORQUE ft/lbs **376** | WEIGHT (lbs) **3,781** | WEIGHT FRONT (%) **55**



MERCEDES 2004 C32 AMG

PRICING A: 34,000
NA: 31,000 E: 31,000



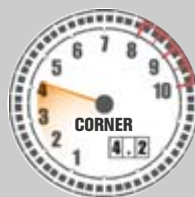
CNTRY	RARITY
NA	4.6
A	4.9
E	4.6

CLASS **B4** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **346** | TORQUE ft/lbs **332** | WEIGHT (lbs) **3,540** | WEIGHT FRONT (%) **54**



MERCEDES 2005 CL65 AMG

PRICING A: 77,000
NA: 67,000 E: 62,000



CNTRY	RARITY
NA	6.2
A	6.6
E	6.0

CLASS **A2** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **604** | TORQUE ft/lbs **737** | WEIGHT (lbs) **4,751** | WEIGHT FRONT (%) **55**

MERCEDES 2005 SLR

PRICING **A:** 238,000
NA: 226,000 **E:** 226,000



CNTRY	RARITY
NA	9.3
A	9.5
E	9.3

CLASS S4 | **DRIVE** RWD | **MOTOR** FRONT | **POWER (HP)** 617 | **TORQUE ft/lbs** 574 | **WEIGHT (lbs)** 3,735 | **WEIGHT FRONT (%)** 50

MINI 2003 COOPER-S

PRICING **A:** 20,000
NA: 20,000 **E:** 20,000



CNTRY	RARITY
NA	4.0
A	4.1
E	4.0

CLASS D3 | **DRIVE** FWD | **MOTOR** FRONT | **POWER (HP)** 163 | **TORQUE ft/lbs** 155 | **WEIGHT (lbs)** 2,730 | **WEIGHT FRONT (%)** 59

OPEL 2003 #5 OPC TEAM PHOENIX ASTRA V8

PRICING **A:** 393,000
NA: 393,000 **E:** 387,000



CNTRY	RARITY
NA	9.9
A	9.9
E	9.8

CLASS R-GTS | **DRIVE** RWD | **MOTOR** FRONT | **POWER (HP)** 470 | **TORQUE ft/lbs** 376 | **WEIGHT (lbs)** 2,381 | **WEIGHT FRONT (%)** 51

OPEL 2003 #6 OPC TEAM PHOENIX ASTRA V8

PRICING **A:** 393,000
NA: 393,000 **E:** 387,000



CNTRY	RARITY
NA	9.9
A	9.9
E	9.8

CLASS R-GTS | **DRIVE** RWD | **MOTOR** FRONT | **POWER (HP)** 470 | **TORQUE ft/lbs** 376 | **WEIGHT (lbs)** 2,381 | **WEIGHT FRONT (%)** 51

THE CARS: MANUFACTURERS AND MODELS



GERMANY



PORSCHE 1956 550 A SPYDER

PRICING A: 89,000
NA: 85,000 E: 81,000



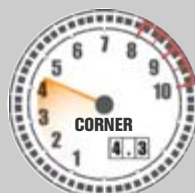
CNTRY	RARITY
NA	7.4
A	7.5
E	7.3

CLASS **C3** | DRIVE **RWD** | MOTOR **REAR** | POWER (HP) **135** | TORQUE ft/lbs **99** | WEIGHT (lbs) **1,349** | WEIGHT FRONT (%) **49**



PORSCHE 1973 911 CARRERA RS

PRICING A: 73,000
NA: 60,000 E: 57,000



CNTRY	RARITY
NA	6.6
A	7.0
E	6.5

CLASS **C2** | DRIVE **RWD** | MOTOR **REAR** | POWER (HP) **210** | TORQUE ft/lbs **188** | WEIGHT (lbs) **2,370** | WEIGHT FRONT (%) **42**



PORSCHE 1986 959

PRICING A: 219,000
NA: 231,000 E: 207,000



CNTRY	RARITY
NA	9.6
A	9.4
E	9.2

CLASS **A2** | DRIVE **AWD** | MOTOR **REAR** | POWER (HP) **450** | TORQUE ft/lbs **369** | WEIGHT (lbs) **2,917** | WEIGHT FRONT (%) **45**



PORSCHE 1987 #17 962C

PRICING A: 500,000
NA: 500,000 E: 500,000

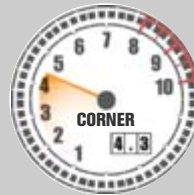


CNTRY	RARITY
NA	10.0
A	10.0
E	10.0

CLASS **R-P1** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **620** | TORQUE ft/lbs **495** | WEIGHT (lbs) **1,984** | WEIGHT FRONT (%) **45**

PORSCHE 1987 911 TURBO 3.3

PRICING A: 39,000
 NA: 34,000 E: 32,000

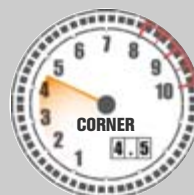


CNTRY	RARITY
NA	4.9
A	5.3
E	4.7

CLASS **B4** | DRIVE **RWD** | MOTOR **REAR** | POWER (HP) **300** | TORQUE ft/lbs **304** | WEIGHT (lbs) **3,060** | WEIGHT FRONT (%) **39**

PORSCHE 1989 944 TURBO

PRICING A: 35,000
 NA: 29,000 E: 29,000

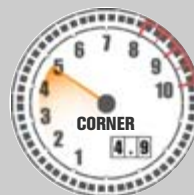


CNTRY	RARITY
NA	4.6
A	5.2
E	4.6

CLASS **C1** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **247** | TORQUE ft/lbs **258** | WEIGHT (lbs) **2,998** | WEIGHT FRONT (%) **50**

PORSCHE 1995 911 GT2

PRICING A: 182,000
 NA: 193,000 E: 163,000



CNTRY	RARITY
NA	8.8
A	8.6
E	8.2

CLASS **A1** | DRIVE **RWD** | MOTOR **REAR** | POWER (HP) **430** | TORQUE ft/lbs **398** | WEIGHT (lbs) **2,844** | WEIGHT FRONT (%) **40**

PORSCHE 1998 #26 911 GT1 LE MANS

PRICING A: 500,000
 NA: 500,000 E: 500,000



CNTRY	RARITY
NA	10.0
A	10.0
E	10.0

CLASS **R-P1** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **600** | TORQUE ft/lbs **480** | WEIGHT (lbs) **2,094** | WEIGHT FRONT (%) **42**

THE CARS: MANUFACTURERS AND MODELS



GERMANY



PORSCHE 2000 #23 IMSA 911 GT3-RS

PRICING A: 271,000
NA: 271,000 E: 265,000



CNTRY	RARITY
NA	9.8
A	9.8
E	9.7

CLASS **R-GT** | DRIVE **RWD** | MOTOR **REAR** | POWER (HP) **415** | TORQUE ft/lbs **288** | WEIGHT (lbs) **2,447** | WEIGHT FRONT (%) **39**



PORSCHE 2003 #22 3R-RACING 911 GT3 CUP

PRICING A: 261,000
NA: 261,000 E: 255,000



CNTRY	RARITY
NA	9.8
A	9.8
E	9.7

CLASS **R-GT** | DRIVE **RWD** | MOTOR **REAR** | POWER (HP) **450** | TORQUE ft/lbs **340** | WEIGHT (lbs) **2,775** | WEIGHT FRONT (%) **39**



PORSCHE 2003 911 GT3

PRICING A: 128,000
NA: 121,000 E: 86,000



CNTRY	RARITY
NA	7.4
A	7.6
E	6.3

CLASS **A3** | DRIVE **RWD** | MOTOR **REAR** | POWER (HP) **381** | TORQUE ft/lbs **284** | WEIGHT (lbs) **3,042** | WEIGHT FRONT (%) **38**



PORSCHE 2003 BOXTER S

PRICING A: 31,000
NA: 29,000 E: 29,000



CNTRY	RARITY
NA	4.3
A	4.7
E	4.2

CLASS **B4** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **258** | TORQUE ft/lbs **229** | WEIGHT (lbs) **2,999** | WEIGHT FRONT (%) **46**

PORSCHE 2003 CARRERA GT

PRICING **A:** 281,000
NA: 281,000 **E:** 281,000

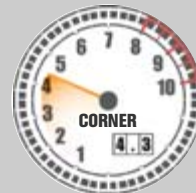


CNTRY	RARITY
NA	9.8
A	9.8
E	9.8

CLASS S2 | **DRIVE** RWD | **MOTOR** MID | **POWER (HP)** 612 | **TORQUE ft/lbs** 435 | **WEIGHT (lbs)** 3,146 | **WEIGHT FRONT (%)** 40

VOLKSWAGEN 1995 CORRADO SLC

PRICING **A:** 21,000
NA: 20,000 **E:** 20,000

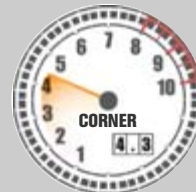


CNTRY	RARITY
NA	4.2
A	4.4
E	4.1

CLASS D2 | **DRIVE** FWD | **MOTOR** FRONT | **POWER (HP)** 190 | **TORQUE ft/lbs** 181 | **WEIGHT (lbs)** 2,808 | **WEIGHT FRONT (%)** 61

VOLKSWAGEN 2003 GOLF R32

PRICING **A:** 23,000
NA: 22,000 **E:** 21,000

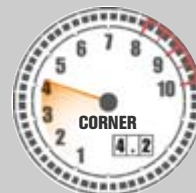


CNTRY	RARITY
NA	4.4
A	4.7
E	4.1

CLASS D1 | **DRIVE** AWD | **MOTOR** FRONT | **POWER (HP)** 241 | **TORQUE ft/lbs** 236 | **WEIGHT (lbs)** 3,422 | **WEIGHT FRONT (%)** 62

VOLKSWAGEN 2003 JETTA GLX VR6

PRICING **A:** 20,000
NA: 20,000 **E:** 20,000



CNTRY	RARITY
NA	4.0
A	4.1
E	4.0

CLASS D4 | **DRIVE** FWD | **MOTOR** FRONT | **POWER (HP)** 200 | **TORQUE ft/lbs** 195 | **WEIGHT (lbs)** 3,263 | **WEIGHT FRONT (%)** 61

THE CARS: MANUFACTURERS AND MODELS



GERMANY



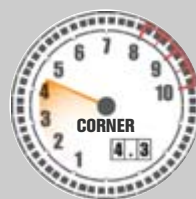
ITALY



VOLKSWAGEN 2004 NEW BEETLE TURBO S

PRICING
NA: 20,000

A: 20,000
E: 20,000



CNTRY	RARITY
NA	4.0
A	4.1
E	4.0

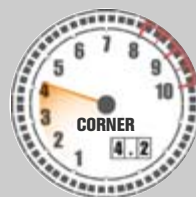
CLASS **D2** | DRIVE **FWD** | MOTOR **FRONT** | POWER (HP) **180** | TORQUE ft/lbs **173** | WEIGHT (lbs) **3,005** | WEIGHT FRONT (%) **64**



FERRARI 1964 250 GTO

PRICING
NA: 182,000

A: 187,000
E: 176,000



CNTRY	RARITY
NA	9.2
A	9.3
E	9.1

CLASS **B2** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **302** | TORQUE ft/lbs **246** | WEIGHT (lbs) **2,425** | WEIGHT FRONT (%) **55**



FERRARI 1967 330 P4

PRICING
NA: 253,000

A: 265,000
E: 247,000



CNTRY	RARITY
NA	9.5
A	9.7
E	9.4

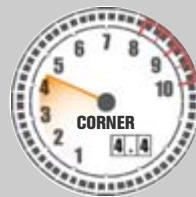
CLASS **S3** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **450** | TORQUE ft/lbs **385** | WEIGHT (lbs) **1,746** | WEIGHT FRONT (%) **40**



FERRARI 1969 DINO 246 GT

PRICING
NA: 135,000

A: 115,000
E: 90,000



CNTRY	RARITY
NA	8.5
A	8.1
E	7.5

CLASS **C3** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **204** | TORQUE ft/lbs **166** | WEIGHT (lbs) **2,381** | WEIGHT FRONT (%) **40**

FERRARI 1984 GTO

PRICING A: 218,000
NA: 212,000 E: 212,000



CNTRY	RARITY
NA	9.2
A	9.3
E	9.2

CLASS **A2** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **400** | TORQUE ft/lbs **366** | WEIGHT (lbs) **2,557** | WEIGHT FRONT (%) **46**

FERRARI 1992 F40

PRICING A: 242,000
NA: 236,000 E: 230,000



CNTRY	RARITY
NA	9.4
A	9.5
E	9.3

CLASS **S3** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **478** | TORQUE ft/lbs **425** | WEIGHT (lbs) **2,980** | WEIGHT FRONT (%) **50**

FERRARI 1993 512 TR

PRICING A: 128,000
NA: 120,000 E: 87,000

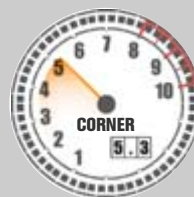


CNTRY	RARITY
NA	7.5
A	7.7
E	6.5

CLASS **A2** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **425** | TORQUE ft/lbs **360** | WEIGHT (lbs) **3,243** | WEIGHT FRONT (%) **41**

FERRARI 1995 F50

PRICING A: 267,000
NA: 267,000 E: 267,000



CNTRY	RARITY
NA	9.8
A	9.8
E	9.8

CLASS **S3** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **513** | TORQUE ft/lbs **347** | WEIGHT (lbs) **2,712** | WEIGHT FRONT (%) **42**

THE CARS: MANUFACTURERS AND MODELS



ITALY

FERRARI 1996 #12 RISI COMPETIZIONE F333 SP

PRICING A: 500,000
NA: 500,000 E: 500,000



CNTRY	RARITY
NA	10.0
A	10.0
E	10.0

CLASS **R-P1** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **620** | TORQUE ft/lbs **332** | WEIGHT (lbs) **1,984** | WEIGHT FRONT (%) **45**

FERRARI 1998 355 GTS

PRICING A: 82,000
NA: 79,000 E: 75,000

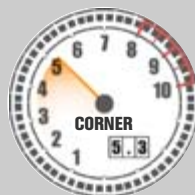


CNTRY	RARITY
NA	6.2
A	6.3
E	6.0

CLASS **A3** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **375** | TORQUE ft/lbs **268** | WEIGHT (lbs) **2,976** | WEIGHT FRONT (%) **42**

FERRARI 1998 F355 CHALLENGE

PRICING A: 178,000
NA: 183,000 E: 159,000



CNTRY	RARITY
NA	8.6
A	8.5
E	8.1

CLASS **A2** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **380** | TORQUE ft/lbs **268** | WEIGHT (lbs) **2,910** | WEIGHT FRONT (%) **42**

FERRARI 2002 575M MARANELLO

PRICING A: 174,000
NA: 185,000 E: 155,000



CNTRY	RARITY
NA	8.8
A	8.6
E	8.2

CLASS **A1** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **518** | TORQUE ft/lbs **434** | WEIGHT (lbs) **3,815** | WEIGHT FRONT (%) **50**

FERRARI 2003 #88 IMSA 550 MARANELLO

PRICING A: 393,000
NA: 393,000 E: 387,000



CNTRY	RARITY
NA	9.9
A	9.9
E	9.8

CLASS **R-GTS** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **600** | TORQUE ft/lbs **455** | WEIGHT (lbs) **2,425** | WEIGHT FRONT (%) **45**

FERRARI 2003 ENZO FERRARI

PRICING A: 293,000
NA: 293,000 E: 293,000

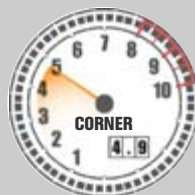


CNTRY	RARITY
NA	9.9
A	9.9
E	9.9

CLASS **S2** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **660** | TORQUE ft/lbs **485** | WEIGHT (lbs) **3,009** | WEIGHT FRONT (%) **43**

FERRARI 2004 360 MODENA

PRICING A: 91,000
NA: 88,000 E: 77,000



CNTRY	RARITY
NA	6.3
A	6.4
E	5.8

CLASS **A3** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **400** | TORQUE ft/lbs **275** | WEIGHT (lbs) **3,064** | WEIGHT FRONT (%) **43**

FERRARI 2004 CHALLENGE STRADALE

PRICING A: 168,000
NA: 178,000 E: 149,000



CNTRY	RARITY
NA	8.7
A	8.5
E	8.1

CLASS **A2** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **425** | TORQUE ft/lbs **274** | WEIGHT (lbs) **3,000** | WEIGHT FRONT (%) **43**

THE CARS: MANUFACTURERS AND MODELS



ITALY

FERRARI 2005 612 SCAGLIETTI

PRICING A: 78,000
NA: 76,000 E: 71,000



CNTRY	RARITY
NA	6.1
A	6.2
E	5.9

CLASS **A2** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **533** | TORQUE ft/lbs **434** | WEIGHT (lbs) **4,100** | WEIGHT FRONT (%) **54**

LANCIA 1974 STRATOS HF STRADALE

PRICING A: 73,000
NA: 70,000 E: 66,000

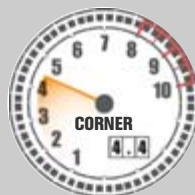


CNTRY	RARITY
NA	6.9
A	7.0
E	6.8

CLASS **C3** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **190** | TORQUE ft/lbs **166** | WEIGHT (lbs) **2,161** | WEIGHT FRONT (%) **47**

LANCIA 1992 DELTA INTEGRALE EVO

PRICING A: 33,000
NA: 34,000 E: 23,000



CNTRY	RARITY
NA	5.6
A	5.5
E	4.7

CLASS **D1** | DRIVE **AWD** | MOTOR **FRONT** | POWER (HP) **210** | TORQUE ft/lbs **220** | WEIGHT (lbs) **2,866** | WEIGHT FRONT (%) **48**

PAGANI 1999 ZONDA C12

PRICING A: 219,000
NA: 230,000 E: 188,000



CNTRY	RARITY
NA	9.1
A	8.9
E	8.3

CLASS **S3** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **394** | TORQUE ft/lbs **420** | WEIGHT (lbs) **2,756** | WEIGHT FRONT (%) **42**

PAGANI 2003 #17 IMSA ZONDA GR

PRICING A: 393,000
NA: 393,000 E: 387,000

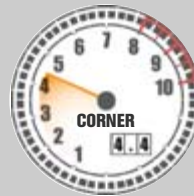


CNTRY	RARITY
NA	9.9
A	9.9
E	9.8

CLASS **R-GTS** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **600** | TORQUE ft/lbs **526** | WEIGHT (lbs) **2,425** | WEIGHT FRONT (%) **50**

HONDA 1991 CRX SI-R (J)

PRICING A: 20,000
NA: 20,000 E: 20,000



CNTRY	RARITY
NA	4.2
A	4.0
E	4.1

CLASS **D3** | DRIVE **FWD** | MOTOR **FRONT** | POWER (HP) **158** | TORQUE ft/lbs **112** | WEIGHT (lbs) **2,138** | WEIGHT FRONT (%) **61**

HONDA 1992 NSX-R (J)

PRICING A: 43,000
NA: 67,000 E: 56,000

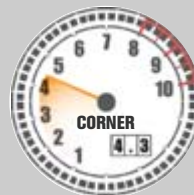


CNTRY	RARITY
NA	6.3
A	4.9
E	5.8

CLASS **B2** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **276** | TORQUE ft/lbs **224** | WEIGHT (lbs) **2,800** | WEIGHT FRONT (%) **41**

HONDA 1994 CIVIC SI

PRICING A: 20,000
NA: 20,000 E: 20,000



CNTRY	RARITY
NA	4.1
A	4.1
E	4.1

CLASS **D4** | DRIVE **FWD** | MOTOR **FRONT** | POWER (HP) **125** | TORQUE ft/lbs **106** | WEIGHT (lbs) **2,390** | WEIGHT FRONT (%) **61**

THE CARS: MANUFACTURERS AND MODELS



ITALY



JAPAN

● HONDA 1995 CIVIC DEL SOL VTEC

PRICING A: 20,000
NA: 20,000 E: 20,000



CNTRY	RARITY
NA	4.1
A	4.0
E	4.1

CLASS **D4** | DRIVE **FWD** | MOTOR **FRONT** | POWER (HP) **160** | TORQUE ft/lbs **111** | WEIGHT (lbs) **2,522** | WEIGHT FRONT (%) **61**

● HONDA 1999 CIVIC SI COUPE

PRICING A: 20,000
NA: 20,000 E: 20,000



CNTRY	RARITY
NA	4.0
A	4.0
E	4.0

CLASS **D1** | DRIVE **FWD** | MOTOR **FRONT** | POWER (HP) **160** | TORQUE ft/lbs **111** | WEIGHT (lbs) **2,612** | WEIGHT FRONT (%) **60**

● HONDA 2000 AEROGear INTEGRA TYPE-R

PRICING A: 37,000
NA: 56,000 E: 37,000



CNTRY	RARITY
NA	6.5
A	5.7
E	5.7

CLASS **D1** | DRIVE **FWD** | MOTOR **FRONT** | POWER (HP) **200** | TORQUE ft/lbs **135** | WEIGHT (lbs) **2,510** | WEIGHT FRONT (%) **62**

● HONDA 2000 INTEGRA TYPE-R (J)

PRICING A: 22,000
NA: 31,000 E: 22,000

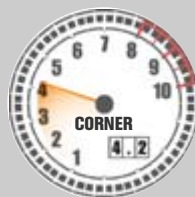


CNTRY	RARITY
NA	5.3
A	4.0
E	4.1

CLASS **D1** | DRIVE **FWD** | MOTOR **FRONT** | POWER (HP) **195** | TORQUE ft/lbs **130** | WEIGHT (lbs) **2,595** | WEIGHT FRONT (%) **62**

● HONDA 2000 PRELUDE TYPE SH

PRICING A: 20,000
NA: 20,000 E: 20,000



CNTRY	RARITY
NA	4.2
A	4.0
E	4.1

CLASS **D2** | DRIVE **FWD** | MOTOR **FRONT** | POWER (HP) **200** | TORQUE ft/lbs **156** | WEIGHT (lbs) **3,042** | WEIGHT FRONT (%) **63**

● HONDA 2000 VIS RACING INTEGRA TYPE-R

PRICING A: 50,000
NA: 68,000 E: 88,000

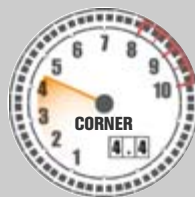


CNTRY	RARITY
NA	6.7
A	6.0
E	7.3

CLASS **B4** | DRIVE **FWD** | MOTOR **FRONT** | POWER (HP) **225** | TORQUE ft/lbs **145** | WEIGHT (lbs) **2,425** | WEIGHT FRONT (%) **62**

● HONDA 2002 INTEGRA TYPE-R (J)

PRICING A: 23,000
NA: 33,000 E: 23,000



CNTRY	RARITY
NA	5.4
A	4.0
E	4.4

CLASS **C3** | DRIVE **FWD** | MOTOR **FRONT** | POWER (HP) **220** | TORQUE ft/lbs **152** | WEIGHT (lbs) **2,579** | WEIGHT FRONT (%) **62**

● HONDA 2004 MUGEN CIVIC TYPE-R

PRICING A: 50,000
NA: 72,000 E: 93,000



CNTRY	RARITY
NA	6.9
A	6.1
E	7.5

CLASS **C1** | DRIVE **FWD** | MOTOR **FRONT** | POWER (HP) **230** | TORQUE ft/lbs **160** | WEIGHT (lbs) **2,354** | WEIGHT FRONT (%) **61**

THE CARS: MANUFACTURERS AND MODELS

● JAPAN

● HONDA 2003 #16 G'ZOX NSX

PRICING A: 387,000
NA: 393,000 E: 393,000



CNTRY	RARITY
NA	9.9
A	9.8
E	9.9

CLASS **R-GTS** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **473** | TORQUE ft/lbs **355** | WEIGHT (lbs) **2,425** | WEIGHT FRONT (%) **45**

● HONDA 2003 #18 TAKATA DOME NSX

PRICING A: 387,000
NA: 393,000 E: 393,000



CNTRY	RARITY
NA	9.9
A	9.8
E	9.9

CLASS **R-GTS** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **473** | TORQUE ft/lbs **355** | WEIGHT (lbs) **2,425** | WEIGHT FRONT (%) **45**

● HONDA 2003 #8 ARTA NSX

PRICING A: 387,000
NA: 393,000 E: 393,000



CNTRY	RARITY
NA	9.9
A	9.8
E	9.9

CLASS **R-GTS** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **473** | TORQUE ft/lbs **370** | WEIGHT (lbs) **2,579** | WEIGHT FRONT (%) **45**

● HONDA 2003 MUGEN S2000

PRICING A: 53,000
NA: 80,000 E: 98,000



CNTRY	RARITY
NA	7.1
A	6.2
E	7.6

CLASS **B4** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **255** | TORQUE ft/lbs **160** | WEIGHT (lbs) **2,654** | WEIGHT FRONT (%) **49**

● HONDA 2003 S2000

PRICING A: 21,000
NA: 22,000 E: 21,000

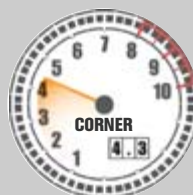


CNTRY	RARITY
NA	4.4
A	4.2
E	4.3

CLASS **C4** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **240** | TORQUE ft/lbs **153** | WEIGHT (lbs) **2,854** | WEIGHT FRONT (%) **49**

● HONDA 2004 ACCORD COUPE EX

PRICING A: 21,000
NA: 21,000 E: 22,000

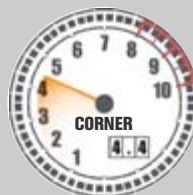


CNTRY	RARITY
NA	4.0
A	4.1
E	4.2

CLASS **D1** | DRIVE **FWD** | MOTOR **FRONT** | POWER (HP) **240** | TORQUE ft/lbs **212** | WEIGHT (lbs) **3,285** | WEIGHT FRONT (%) **61**

● HONDA 2004 CIVIC TYPE-R (J)

PRICING A: 21,000
NA: 21,000 E: 21,000



CNTRY	RARITY
NA	4.0
A	4.0
E	4.0

CLASS **D1** | DRIVE **FWD** | MOTOR **FRONT** | POWER (HP) **200** | TORQUE ft/lbs **145** | WEIGHT (lbs) **2,654** | WEIGHT FRONT (%) **61**

● HONDA 2002 MUGEN INTEGRA TYPE-R

PRICING A: 51,000
NA: 74,000 E: 95,000



CNTRY	RARITY
NA	6.9
A	6.1
E	7.5

CLASS **B4** | DRIVE **FWD** | MOTOR **FRONT** | POWER (HP) **252** | TORQUE ft/lbs **174** | WEIGHT (lbs) **2,379** | WEIGHT FRONT (%) **62**

THE CARS: MANUFACTURERS AND MODELS

● JAPAN

● HONDA 2004 NSX-R (J)

PRICING A: 39,000
NA: 65,000 E: 56,000



CNTRY	RARITY
NA	6.4
A	5.0
E	6.0

CLASS **B3** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **280** | TORQUE ft/lbs **217** | WEIGHT (lbs) **3,042** | WEIGHT FRONT (%) **42**

● HONDA 2004 WINGS WEST CIVIC

PRICING A: 38,000
NA: 38,000 E: 54,000

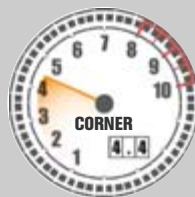


CNTRY	RARITY
NA	5.7
A	5.7
E	6.4

CLASS **C4** | DRIVE **FWD** | MOTOR **FRONT** | POWER (HP) **210** | TORQUE ft/lbs **155** | WEIGHT (lbs) **2,610** | WEIGHT FRONT (%) **61**

● MAZDA 1990 RX-7 TURBO

PRICING A: 22,000
NA: 22,000 E: 22,000



CNTRY	RARITY
NA	4.2
A	4.2
E	4.3

CLASS **D1** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **200** | TORQUE ft/lbs **195** | WEIGHT (lbs) **2,833** | WEIGHT FRONT (%) **48**

● MAZDA 1995 AB FLUG RX-7

PRICING A: 57,000
NA: 57,000 E: 79,000



CNTRY	RARITY
NA	5.8
A	5.8
E	6.7

CLASS **A4** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **265** | TORQUE ft/lbs **225** | WEIGHT (lbs) **2,587** | WEIGHT FRONT (%) **48**

MAZDA 1995 INGS RX-7

PRICING A: 55,000
NA: 55,000 E: 81,000



CNTRY	RARITY
NA	5.8
A	5.8
E	6.8

CLASS **A4** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **280** | TORQUE ft/lbs **232** | WEIGHT (lbs) **2,760** | WEIGHT FRONT (%) **48**

MAZDA 1995 RX-7 TURBO

PRICING A: 29,000
NA: 30,000 E: 32,000

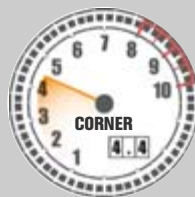


CNTRY	RARITY
NA	4.6
A	4.5
E	4.9

CLASS **B4** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **255** | TORQUE ft/lbs **217** | WEIGHT (lbs) **2,831** | WEIGHT FRONT (%) **48**

MAZDA 2000 MIATA MX-5 1.8i SPORT

PRICING A: 20,000
NA: 20,000 E: 20,000



CNTRY	RARITY
NA	4.0
A	4.0
E	4.0

CLASS **D3** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **144** | TORQUE ft/lbs **124** | WEIGHT (lbs) **2,425** | WEIGHT FRONT (%) **50**

MAZDA 2000 MX-5 MAZDASPEED

PRICING A: 20,000
NA: 21,000 E: 21,000



CNTRY	RARITY
NA	4.5
A	4.1
E	4.3

CLASS **D2** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **178** | TORQUE ft/lbs **166** | WEIGHT (lbs) **2,529** | WEIGHT FRONT (%) **53**

THE CARS: MANUFACTURERS AND MODELS

● JAPAN

● MAZDA 2002 RX-7 SPIRIT R

PRICING A: 31,000
NA: 40,000 E: 37,000

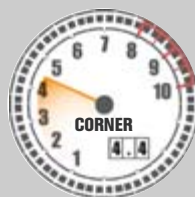


CNTRY	RARITY
NA	5.5
A	4.8
E	5.3

CLASS **B4** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **280** | TORQUE ft/lbs **232** | WEIGHT (lbs) **2,778** | WEIGHT FRONT (%) **51**

● MAZDA 2003 PROTEGÉ MAZDASPEED

PRICING A: 20,000
NA: 20,000 E: 21,000

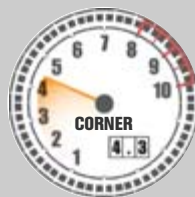


CNTRY	RARITY
NA	4.1
A	4.1
E	4.3

CLASS **D3** | DRIVE **FWD** | MOTOR **FRONT** | POWER (HP) **170** | TORQUE ft/lbs **160** | WEIGHT (lbs) **2,843** | WEIGHT FRONT (%) **62**

● MAZDA 2004 3 SPORT

PRICING A: 20,000
NA: 20,000 E: 20,000

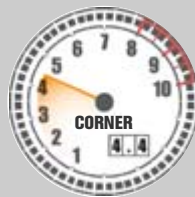


CNTRY	RARITY
NA	4.0
A	4.0
E	4.0

CLASS **D3** | DRIVE **FWD** | MOTOR **FRONT** | POWER (HP) **160** | TORQUE ft/lbs **150** | WEIGHT (lbs) **2,696** | WEIGHT FRONT (%) **60**

● MAZDA 2004 RX-8

PRICING A: 22,000
NA: 23,000 E: 23,000

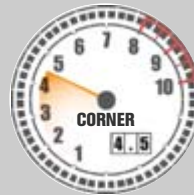


CNTRY	RARITY
NA	4.5
A	4.2
E	4.4

CLASS **C4** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **250** | TORQUE ft/lbs **159** | WEIGHT (lbs) **2,970** | WEIGHT FRONT (%) **50**

MAZDA 2004 RX-8 MAZDASPEED

PRICING A: 27,000
NA: 26,000 E: 28,000

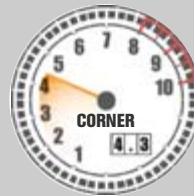


CNTRY	RARITY
NA	4.9
A	5.0
E	5.1

CLASS **C4** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **250** | TORQUE ft/lbs **155** | WEIGHT (lbs) **3,029** | WEIGHT FRONT (%) **50**

MITSUBISHI 1995 ECLIPSE GSX

PRICING A: 20,000
NA: 20,000 E: 20,000



CNTRY	RARITY
NA	4.0
A	4.0
E	4.1

CLASS **D2** | DRIVE **AWD** | MOTOR **FRONT** | POWER (HP) **210** | TORQUE ft/lbs **214** | WEIGHT (lbs) **3,120** | WEIGHT FRONT (%) **59**

MITSUBISHI 1995 MINE'S CP9A LANCER EVO VI

PRICING A: 89,000
NA: 129,000 E: 138,000

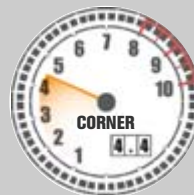


CNTRY	RARITY
NA	7.6
A	6.4
E	7.8

CLASS **A2** | DRIVE **AWD** | MOTOR **FRONT** | POWER (HP) **394** | TORQUE ft/lbs **292** | WEIGHT (lbs) **2,667** | WEIGHT FRONT (%) **58**

MITSUBISHI 1997 3000GT VR-4

PRICING A: 25,000
NA: 26,000 E: 28,000



CNTRY	RARITY
NA	4.6
A	4.5
E	4.8

CLASS **C2** | DRIVE **AWD** | MOTOR **FRONT** | POWER (HP) **320** | TORQUE ft/lbs **315** | WEIGHT (lbs) **3,737** | WEIGHT FRONT (%) **55**

THE CARS: MANUFACTURERS AND MODELS

● JAPAN

● MITSUBISHI 1998 FTO GP VERSION R

PRICING A: 22,000
NA: 32,000 E: 30,000

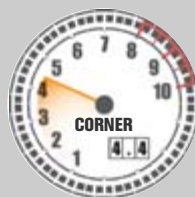


CNTRY	RARITY
NA	5.4
A	4.3
E	5.3

CLASS **D1** | DRIVE **FWD** | MOTOR **FRONT** | POWER (HP) **200** | TORQUE ft/lbs **147** | WEIGHT (lbs) **2,668** | WEIGHT FRONT (%) **63**

● MITSUBISHI 1999 LANCER EVOLUTION VI GSR

PRICING A: 23,000
NA: 33,000 E: 25,000

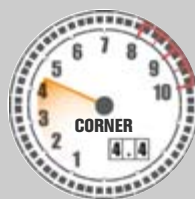


CNTRY	RARITY
NA	5.3
A	4.1
E	4.6

CLASS **C3** | DRIVE **AWD** | MOTOR **FRONT** | POWER (HP) **276** | TORQUE ft/lbs **275** | WEIGHT (lbs) **2,998** | WEIGHT FRONT (%) **58**

● MITSUBISHI 2000 LANCER EVOLUTION VI TME

PRICING A: 26,000
NA: 46,000 E: 31,000



CNTRY	RARITY
NA	6.0
A	4.6
E	5.1

CLASS **C2** | DRIVE **AWD** | MOTOR **FRONT** | POWER (HP) **276** | TORQUE ft/lbs **275** | WEIGHT (lbs) **2,986** | WEIGHT FRONT (%) **54**

● MITSUBISHI 2003 ECLIPSE GTS

PRICING A: 22,000
NA: 22,000 E: 22,000



CNTRY	RARITY
NA	4.0
A	4.0
E	4.1

CLASS **C4** | DRIVE **FWD** | MOTOR **FRONT** | POWER (HP) **210** | TORQUE ft/lbs **205** | WEIGHT (lbs) **2,910** | WEIGHT FRONT (%) **63**

● MITSUBISHI 2004 LANCER EVOLUTION VIII FQ-330

PRICING A: 35,000
NA: 51,000 E: 30,000

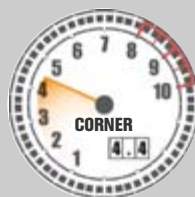


CNTRY	RARITY
NA	6.1
A	5.2
E	4.7

CLASS **B2** | DRIVE **AWD** | MOTOR **FRONT** | POWER (HP) **330** | TORQUE ft/lbs **315** | WEIGHT (lbs) **3,109** | WEIGHT FRONT (%) **60**

● MITSUBISHI 2004 LANCER EVOLUTION VIII GSR

PRICING A: 25,000
NA: 26,000 E: 26,000



CNTRY	RARITY
NA	4.5
A	4.2
E	4.4

CLASS **C2** | DRIVE **AWD** | MOTOR **FRONT** | POWER (HP) **282** | TORQUE ft/lbs **294** | WEIGHT (lbs) **3,108** | WEIGHT FRONT (%) **60**

● MITSUBISHI 2004 SPARCO LANCER EVOLUTION VIII

PRICING A: 156,000
NA: 128,000 E: 166,000

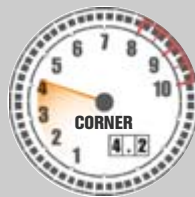


CNTRY	RARITY
NA	7.8
A	8.4
E	8.6

CLASS **A4** | DRIVE **AWD** | MOTOR **FRONT** | POWER (HP) **399** | TORQUE ft/lbs **334** | WEIGHT (lbs) **2,086** | WEIGHT FRONT (%) **60**

● NISSAN 1972 240 ZX

PRICING A: 70,000
NA: 42,000 E: 64,000



CNTRY	RARITY
NA	6.0
A	7.0
E	6.8

CLASS **D4** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **150** | TORQUE ft/lbs **148** | WEIGHT (lbs) **2,302** | WEIGHT FRONT (%) **51**

THE CARS: MANUFACTURERS AND MODELS

● JAPAN

● NISSAN 1994 300ZX TWIN TURBO VERSION R

PRICING A: 34,000
NA: 27,000 E: 32,000

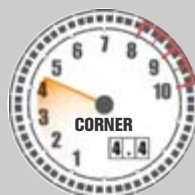


CNTRY	RARITY
NA	4.4
A	5.2
E	5.0

CLASS C1 | DRIVE RWD | MOTOR FRONT | POWER (HP) 300 | TORQUE ft/lbs 283 | WEIGHT (lbs) 3,517 | WEIGHT FRONT (%) 54

● NISSAN 1994 FAIRLADY TWIN TURBO

PRICING A: 26,000
NA: 41,000 E: 38,000



CNTRY	RARITY
NA	5.7
A	4.3
E	5.5

CLASS C1 | DRIVE RWD | MOTOR FRONT | POWER (HP) 300 | TORQUE ft/lbs 307 | WEIGHT (lbs) 3,480 | WEIGHT FRONT (%) 54

● NISSAN 1995 MINE'S SKYLINE GT-R R32

PRICING A: 64,000
NA: 109,000 E: 113,000

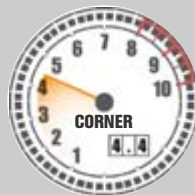


CNTRY	RARITY
NA	7.8
A	6.5
E	7.9

CLASS B2 | DRIVE RWD | MOTOR FRONT | POWER (HP) 335 | TORQUE ft/lbs 295 | WEIGHT (lbs) 3,043 | WEIGHT FRONT (%) 57

● NISSAN 1995 SKYLINE GT-R

PRICING A: 25,000
NA: 43,000 E: 29,000



CNTRY	RARITY
NA	5.9
A	4.5
E	5.0

CLASS C2 | DRIVE AWD | MOTOR FRONT | POWER (HP) 276 | TORQUE ft/lbs 256 | WEIGHT (lbs) 3,153 | WEIGHT FRONT (%) 57

● NISSAN 1998 #32 R390 GT1

PRICING A: 500,000
NA: 500,000 E: 500,000

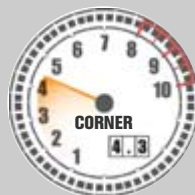


CNTRY	RARITY
NA	10.0
A	10.0
E	10.0

CLASS **R-P1** | DRIVE **RWD** | MOTOR **REAR** | POWER (HP) **600** | TORQUE ft/lbs **490** | WEIGHT (lbs) **2,095** | WEIGHT FRONT (%) **45**

● NISSAN 1998 240 SX SE

PRICING A: 27,000
NA: 20,000 E: 24,000



CNTRY	RARITY
NA	4.1
A	5.1
E	4.8

CLASS **D4** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **155** | TORQUE ft/lbs **156** | WEIGHT (lbs) **2,859** | WEIGHT FRONT (%) **55**

● NISSAN 1998 SILVIA

PRICING A: 21,000
NA: 34,000 E: 26,000

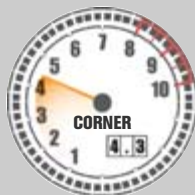


CNTRY	RARITY
NA	5.5
A	4.1
E	4.9

CLASS **D1** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **220** | TORQUE ft/lbs **201** | WEIGHT (lbs) **2,859** | WEIGHT FRONT (%) **55**

● NISSAN 2000 SILVIA SPEC-R

PRICING A: 24,000
NA: 36,000 E: 32,000



CNTRY	RARITY
NA	5.5
A	4.1
E	5.2

CLASS **C2** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **247** | TORQUE ft/lbs **203** | WEIGHT (lbs) **2,734** | WEIGHT FRONT (%) **55**

THE CARS: MANUFACTURERS AND MODELS

● JAPAN

● NISSAN 2002 MINE'S SKYLINE GT-R R34

PRICING A: 145,000
NA: 194,000 E: 189,000

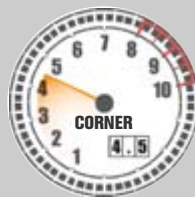


CNTRY	RARITY
NA	8.9
A	7.9
E	8.8

CLASS **S4** | DRIVE **AWD** | MOTOR **FRONT** | POWER (HP) **560** | TORQUE ft/lbs **400** | WEIGHT (lbs) **2,954** | WEIGHT FRONT (%) **57**

● NISSAN 2002 SKYLINE GT-R V SPEC II

PRICING A: 30,000
NA: 50,000 E: 35,000



CNTRY	RARITY
NA	6.0
A	4.6
E	5.1

CLASS **B4** | DRIVE **AWD** | MOTOR **FRONT** | POWER (HP) **328** | TORQUE ft/lbs **289** | WEIGHT (lbs) **3,395** | WEIGHT FRONT (%) **57**

● NISSAN 2002 SKYLINE GT-R V SPEC II NÜR

PRICING A: 66,000
NA: 103,000 E: 72,000

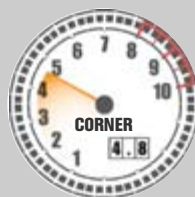


CNTRY	RARITY
NA	7.1
A	5.7
E	6.0

CLASS **A1** | DRIVE **AWD** | MOTOR **FRONT** | POWER (HP) **580** | TORQUE ft/lbs **433** | WEIGHT (lbs) **3,440** | WEIGHT FRONT (%) **57**

● NISSAN 2002 TOMMY KAIRA SKYLINE GT-R R34

PRICING A: 150,000
NA: 195,000 E: 190,000



CNTRY	RARITY
NA	8.9
A	8.0
E	8.8

CLASS **S4** | DRIVE **AWD** | MOTOR **FRONT** | POWER (HP) **595** | TORQUE ft/lbs **440** | WEIGHT (lbs) **3,154** | WEIGHT FRONT (%) **57**

NISSAN 2003 #12 CALSONIC SKYLINE

PRICING A: 387,000
NA: 393,000 E: 393,000



CNTRY	RARITY
NA	9.9
A	9.8
E	9.9

CLASS **R-GTS** | DRIVE **AWD** | MOTOR **FRONT** | POWER (HP) **480** | TORQUE ft/lbs **542** | WEIGHT (lbs) **2,381** | WEIGHT FRONT (%) **57**

NISSAN 2003 #23 XANAVI NISMO GT-R

PRICING A: 387,000
NA: 393,000 E: 393,000



CNTRY	RARITY
NA	9.9
A	9.8
E	9.9

CLASS **R-GTS** | DRIVE **AWD** | MOTOR **FRONT** | POWER (HP) **480** | TORQUE ft/lbs **542** | WEIGHT (lbs) **2,381** | WEIGHT FRONT (%) **57**

NISSAN 2003 #3 HASEMISPORT ENDLESS Z

PRICING A: 269,000
NA: 275,000 E: 275,000

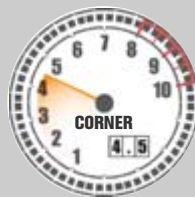


CNTRY	RARITY
NA	9.8
A	9.7
E	9.8

CLASS **R-GT** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **345** | TORQUE ft/lbs **289** | WEIGHT (lbs) **2,425** | WEIGHT FRONT (%) **53**

NISSAN 2003 350Z TRACK

PRICING A: 35,000
NA: 29,000 E: 29,000



CNTRY	RARITY
NA	4.7
A	5.2
E	4.6

CLASS **B4** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **287** | TORQUE ft/lbs **266** | WEIGHT (lbs) **3,225** | WEIGHT FRONT (%) **53**

THE CARS: MANUFACTURERS AND MODELS

● JAPAN

● NISSAN 2003 FAIRLADY

PRICING
NA: 41,000 A: 26,000
E: 38,000

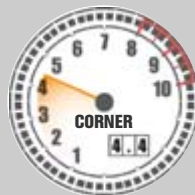


CNTRY	RARITY
NA	5.7
A	4.3
E	5.5

CLASS C1 | DRIVE RWD | MOTOR FRONT | POWER (HP) 287 | TORQUE ft/lbs 266 | WEIGHT (lbs) 3,395 | WEIGHT FRONT (%) 53

● NISSAN 2003 SKYLINE

PRICING
NA: 36,000 A: 24,000
E: 28,000

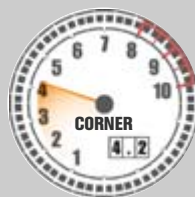


CNTRY	RARITY
NA	5.5
A	4.3
E	4.9

CLASS C2 | DRIVE RWD | MOTOR FRONT | POWER (HP) 280 | TORQUE ft/lbs 270 | WEIGHT (lbs) 3,435 | WEIGHT FRONT (%) 54

● NISSAN 2004 ALTIMA 3.5 SE

PRICING
NA: 23,000 A: 23,000
E: 23,000



CNTRY	RARITY
NA	4.1
A	4.1
E	4.1

CLASS C3 | DRIVE FWD | MOTOR FRONT | POWER (HP) 245 | TORQUE ft/lbs 246 | WEIGHT (lbs) 3,246 | WEIGHT FRONT (%) 62

● SUBARU 1998 IMPREZA 22B STI

PRICING
NA: 41,000 A: 30,000
E: 39,000

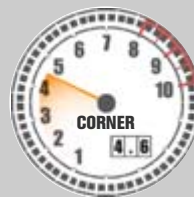


CNTRY	RARITY
NA	5.5
A	4.6
E	5.4

CLASS B4 | DRIVE AWD | MOTOR FRONT | POWER (HP) 276 | TORQUE ft/lbs 268 | WEIGHT (lbs) 2,794 | WEIGHT FRONT (%) 58

SUBARU 1998 TOMMY KAIRA IMPREZA M20B

PRICING A: 64,000
NA: 91,000 E: 111,000

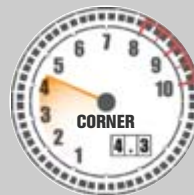


CNTRY	RARITY
NA	7.2
A	6.3
E	7.7

CLASS **B3** | DRIVE **AWD** | MOTOR **FRONT** | POWER (HP) **292** | TORQUE ft/lbs **248** | WEIGHT (lbs) **2,800** | WEIGHT FRONT (%) **58**

SUBARU 1999 IMPREZA 2.5 RS COUPE

PRICING A: 20,000
NA: 20,000 E: 20,000



CNTRY	RARITY
NA	4.0
A	4.0
E	4.1

CLASS **D4** | DRIVE **AWD** | MOTOR **FRONT** | POWER (HP) **165** | TORQUE ft/lbs **162** | WEIGHT (lbs) **2,825** | WEIGHT FRONT (%) **58**

SUBARU 2003 #77 CUSCO ADVAN IMPREZA

PRICING A: 247,000
NA: 253,000 E: 253,000

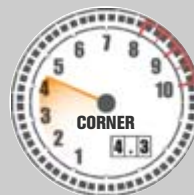


CNTRY	RARITY
NA	9.8
A	9.7
E	9.8

CLASS **R-GT** | DRIVE **AWD** | MOTOR **FRONT** | POWER (HP) **345** | TORQUE ft/lbs **289** | WEIGHT (lbs) **2,425** | WEIGHT FRONT (%) **53**

SUBARU 2004 IMPREZA WRX STI

PRICING A: 27,000
NA: 26,000 E: 29,000



CNTRY	RARITY
NA	4.3
A	4.4
E	4.8

CLASS **C1** | DRIVE **AWD** | MOTOR **FRONT** | POWER (HP) **300** | TORQUE ft/lbs **300** | WEIGHT (lbs) **3,263** | WEIGHT FRONT (%) **60**

THE CARS: MANUFACTURERS AND MODELS

● JAPAN

● SUBARU 2004 IMPREZA WRX STI SPEC-C (J)

PRICING A: 157,000
NA: 129,000 E: 167,000

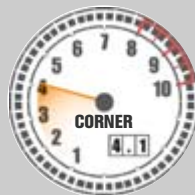


CNTRY	RARITY
NA	7.8
A	8.4
E	8.6

CLASS **A4** | DRIVE **AWD** | MOTOR **FRONT** | POWER (HP) **380** | TORQUE ft/lbs **345** | WEIGHT (lbs) **2,940** | WEIGHT FRONT (%) **60**

● TOYOTA 1969 2000GT

PRICING A: 70,000
NA: 58,000 E: 67,000

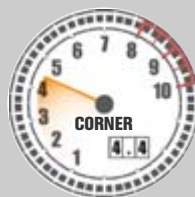


CNTRY	RARITY
NA	6.6
A	7.0
E	6.9

CLASS **D4** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **150** | TORQUE ft/lbs **130** | WEIGHT (lbs) **2,469** | WEIGHT FRONT (%) **48**

● TOYOTA 1985 AE86 SPRINTER TRUENO GT APEX

PRICING A: 20,000
NA: 21,000 E: 20,000

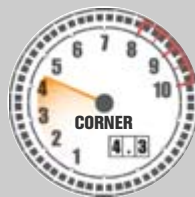


CNTRY	RARITY
NA	4.4
A	4.1
E	4.1

CLASS **D4** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **128** | TORQUE ft/lbs **110** | WEIGHT (lbs) **2,072** | WEIGHT FRONT (%) **55**

● TOYOTA 1992 SUPRA TURBO

PRICING A: 20,000
NA: 21,000 E: 21,000

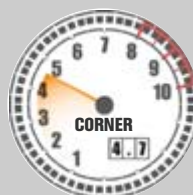


CNTRY	RARITY
NA	4.5
A	4.2
E	4.4

CLASS **D2** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **232** | TORQUE ft/lbs **254** | WEIGHT (lbs) **3,535** | WEIGHT FRONT (%) **53**

TOYOTA 1995 BORDER MR2 TURBO T-BAR

PRICING A: 39,000
NA: 37,000 E: 55,000

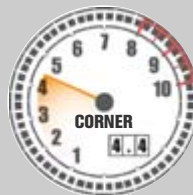


CNTRY	RARITY
NA	5.6
A	5.7
E	6.4

CLASS **C2** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **210** | TORQUE ft/lbs **205** | WEIGHT (lbs) **2,960** | WEIGHT FRONT (%) **42**

TOYOTA 1995 MR2 TURBO T-BAR

PRICING A: 23,000
NA: 23,000 E: 26,000



CNTRY	RARITY
NA	4.2
A	4.1
E	4.7

CLASS **C4** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **200** | TORQUE ft/lbs **200** | WEIGHT (lbs) **2,888** | WEIGHT FRONT (%) **42**

TOYOTA 1995 TOM'S T020 MR2

PRICING A: 46,000
NA: 68,000 E: 88,000



CNTRY	RARITY
NA	6.8
A	6.0
E	7.4

CLASS **C1** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **230** | TORQUE ft/lbs **188** | WEIGHT (lbs) **2,810** | WEIGHT FRONT (%) **42**

TOYOTA 1995 VIS RACING MR2 TURBO T-BAR

PRICING A: 48,000
NA: 65,000 E: 88,000



CNTRY	RARITY
NA	6.6
A	5.9
E	7.3

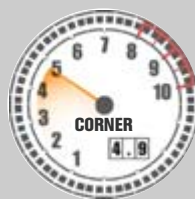
CLASS **B3** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **265** | TORQUE ft/lbs **235** | WEIGHT (lbs) **2,780** | WEIGHT FRONT (%) **42**

THE CARS: MANUFACTURERS AND MODELS

● JAPAN

● TOYOTA 1998 AB FLUG S900 SUPRA TURBO

PRICING A: 227,000
NA: 262,000 E: 262,000

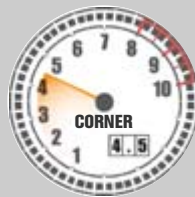


CNTRY	RARITY
NA	9.5
A	8.9
E	9.5

CLASS **S2** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **806** | TORQUE ft/lbs **626** | WEIGHT (lbs) **3,110** | WEIGHT FRONT (%) **54**

● TOYOTA 1998 SUPRA TWIN TURBO

PRICING A: 32,000
NA: 33,000 E: 33,000

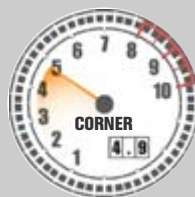


CNTRY	RARITY
NA	4.5
A	4.3
E	4.4

CLASS **B3** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **320** | TORQUE ft/lbs **315** | WEIGHT (lbs) **3,450** | WEIGHT FRONT (%) **53**

● TOYOTA 1998 VEILSIDE SUPRA FORTUNE 03

PRICING A: 233,000
NA: 269,000 E: 269,000



CNTRY	RARITY
NA	9.6
A	9.0
E	9.6

CLASS **S2** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **860** | TORQUE ft/lbs **626** | WEIGHT (lbs) **3,197** | WEIGHT FRONT (%) **54**

● TOYOTA 1998 VEILSIDE SUPRA FORTUNE 99

PRICING A: 237,000
NA: 278,000 E: 278,000



CNTRY	RARITY
NA	9.7
A	9.0
E	9.7

CLASS **S1** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **1000** | TORQUE ft/lbs **656** | WEIGHT (lbs) **3,260** | WEIGHT FRONT (%) **54**

● TOYOTA 1999 #27 GT-ONE TS020

PRICING A: 500,000
NA: 500,000 E: 500,000



CNTRY	RARITY
NA	10.0
A	10.0
E	10.0

CLASS **R-P1** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **600** | TORQUE ft/lbs **485** | WEIGHT (lbs) **1,990** | WEIGHT FRONT (%) **46**

● TOYOTA 2002 MR2 SPYDER

PRICING A: 23,000
NA: 20,000 E: 26,000



CNTRY	RARITY
NA	4.1
A	4.7
E	5.0

CLASS **D3** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **138** | TORQUE ft/lbs **125** | WEIGHT (lbs) **2,195** | WEIGHT FRONT (%) **43**

● TOYOTA 2002 MR-S

PRICING A: 20,000
NA: 26,000 E: 20,000

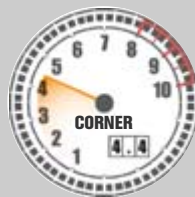


CNTRY	RARITY
NA	5.0
A	4.1
E	4.0

CLASS **D3** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **138** | TORQUE ft/lbs **125** | WEIGHT (lbs) **2,195** | WEIGHT FRONT (%) **43**

● TOYOTA 2002 SOARER 430SCV

PRICING A: 23,000
NA: 35,000 E: 33,000



CNTRY	RARITY
NA	5.5
A	4.3
E	5.4

CLASS **C4** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **275** | TORQUE ft/lbs **317** | WEIGHT (lbs) **3,814** | WEIGHT FRONT (%) **53**

THE CARS: MANUFACTURERS AND MODELS

● JAPAN

● TOYOTA 2002 TOM'S W123 MR-S

PRICING A: 43,000
NA: 65,000 E: 85,000

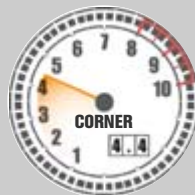


CNTRY	RARITY
NA	6.8
A	6.0
E	7.4

CLASS **C2** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **187** | TORQUE ft/lbs **185** | WEIGHT (lbs) **2,112** | WEIGHT FRONT (%) **43**

● TOYOTA 2002 TOM'S Z382 SOARER

PRICING A: 63,000
NA: 87,000 E: 109,000



CNTRY	RARITY
NA	7.1
A	6.3
E	7.7

CLASS **B3** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **349** | TORQUE ft/lbs **412** | WEIGHT (lbs) **3,840** | WEIGHT FRONT (%) **53**

● TOYOTA 2003 #1 ULTRAFLOW SUPRA

PRICING A: 387,000
NA: 393,000 E: 393,000



CNTRY	RARITY
NA	9.9
A	9.8
E	9.9

CLASS **R-GTS** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **493** | TORQUE ft/lbs **434** | WEIGHT (lbs) **2,425** | WEIGHT FRONT (%) **55**

● TOYOTA 2003 #36 WOODONE TOM'S SUPRA

PRICING A: 387,000
NA: 393,000 E: 393,000

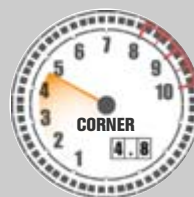


CNTRY	RARITY
NA	9.9
A	9.8
E	9.9

CLASS **R-GTS** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **493** | TORQUE ft/lbs **434** | WEIGHT (lbs) **2,425** | WEIGHT FRONT (%) **55**

TOYOTA 2003 APR PERFORMANCE CELICA GTS

PRICING A: 44,000
NA: 42,000 E: 61,000

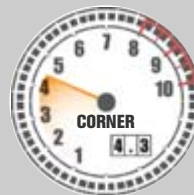


CNTRY	RARITY
NA	5.7
A	5.8
E	6.5

CLASS **B4** | DRIVE **FWD** | MOTOR **FRONT** | POWER (HP) **205** | TORQUE ft/lbs **153** | WEIGHT (lbs) **2,480** | WEIGHT FRONT (%) **63**

TOYOTA 2003 CELICA 1800 VT-I

PRICING A: 20,000
NA: 25,000 E: 20,000

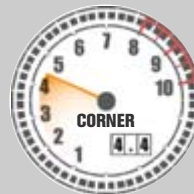


CNTRY	RARITY
NA	4.9
A	4.2
E	4.0

CLASS **B4** | DRIVE **FWD** | MOTOR **FRONT** | POWER (HP) **140** | TORQUE ft/lbs **125** | WEIGHT (lbs) **2,425** | WEIGHT FRONT (%) **60**

TOYOTA 2003 CELICA GT-S

PRICING A: 20,000
NA: 20,000 E: 25,000

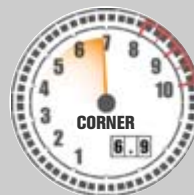


CNTRY	RARITY
NA	4.0
A	4.0
E	4.9

CLASS **D1** | DRIVE **FWD** | MOTOR **FRONT** | POWER (HP) **180** | TORQUE ft/lbs **130** | WEIGHT (lbs) **2,425** | WEIGHT FRONT (%) **61**

TOYOTA 2004 #35 YELLOW HAT YMS SUPRA

PRICING A: 387,000
NA: 393,000 E: 393,000



CNTRY	RARITY
NA	9.9
A	9.8
E	9.9

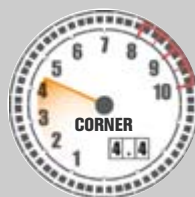
CLASS **R-GTS** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **473** | TORQUE ft/lbs **376** | WEIGHT (lbs) **2,425** | WEIGHT FRONT (%) **55**

THE CARS: MANUFACTURERS AND MODELS

● JAPAN 🇰🇷 SOUTH KOREA 🇪🇸 SPAIN

● TOYOTA 2004 ALTEZZA RS200

PRICING A: 21,000
NA: 32,000 E: 30,000

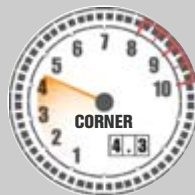


CNTRY	RARITY
NA	5.4
A	4.1
E	5.3

CLASS D1 | DRIVE RWD | MOTOR FRONT | POWER (HP) 210 | TORQUE ft/lbs 159 | WEIGHT (lbs) 2,954 | WEIGHT FRONT (%) 53

● TOYOTA 2004 CAMRY SOLARA

PRICING A: 22,000
NA: 20,000 E: 20,000

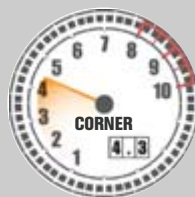


CNTRY	RARITY
NA	4.0
A	4.6
E	4.1

CLASS D4 | DRIVE FWD | MOTOR FRONT | POWER (HP) 157 | TORQUE ft/lbs 162 | WEIGHT (lbs) 3,175 | WEIGHT FRONT (%) 62

🇰🇷 HYUNDAI 2003 TIBURON GT

PRICING A: 20,000
NA: 20,000 E: 20,000



CNTRY	RARITY
NA	4.0
A	4.0
E	4.0

CLASS D3 | DRIVE FWD | MOTOR FRONT | POWER (HP) 170 | TORQUE ft/lbs 181 | WEIGHT (lbs) 3,015 | WEIGHT FRONT (%) 62

🇪🇸 SEAT 2005 #5 CUPRA GT PROTOTYPE

PRICING A: 393,000
NA: 393,000 E: 387,000



CNTRY	RARITY
NA	9.9
A	9.9
E	9.8

CLASS R-GTS | DRIVE RWD | MOTOR MID | POWER (HP) 507 | TORQUE ft/lbs 442 | WEIGHT (lbs) 2,425 | WEIGHT FRONT (%) 45

KOENIGSEGG 2002 CC8S

PRICING A: 280,000
 NA: 280,000 E: 280,000



CNTRY	RARITY
NA	9.7
A	9.7
E	9.7

CLASS **S2** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **655** | TORQUE ft/lbs **553** | WEIGHT (lbs) **2,425** | WEIGHT FRONT (%) **45**

VOLVO 2004 S60 R

PRICING A: 27,000
 NA: 26,000 E: 25,000



CNTRY	RARITY
NA	4.5
A	4.6
E	4.4

CLASS **C1** | DRIVE **AWD** | MOTOR **FRONT** | POWER (HP) **300** | TORQUE ft/lbs **295** | WEIGHT (lbs) **3,717** | WEIGHT FRONT (%) **57**

VOLVO 2004 #24 AT-SPEED S60 R

PRICING A: 253,000
 NA: 253,000 E: 246,000



CNTRY	RARITY
NA	9.8
A	9.8
E	9.7

CLASS **R-GT** | DRIVE **AWD** | MOTOR **FRONT** | POWER (HP) **450** | TORQUE ft/lbs **440** | WEIGHT (lbs) **2,800** | WEIGHT FRONT (%) **55**

ASTON MARTIN 2001 V12 VANQUISH

PRICING A: 128,000
 NA: 147,000 E: 89,000



CNTRY	RARITY
NA	8.4
A	8.0
E	7.0

CLASS **A3** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **460** | TORQUE ft/lbs **400** | WEIGHT (lbs) **4,046** | WEIGHT FRONT (%) **53**

THE CARS: MANUFACTURERS AND MODELS



SWEDEN



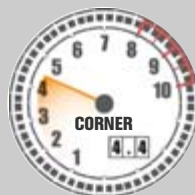
UK



ASTON MARTIN 2005 DB9 COUPE

PRICING
NA: 61,000

A: 59,000
E: 57,000



CNTRY	RARITY
NA	6.2
A	6.1
E	6.0

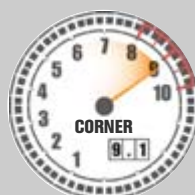
CLASS **A3** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **453** | TORQUE ft/lbs **420** | WEIGHT (lbs) **3,880** | WEIGHT FRONT (%) **50**



BENTLEY 2003 #7 SPEED 8

PRICING
NA: 500,000

A: 500,000
E: 500,000



CNTRY	RARITY
NA	10.0
A	10.0
E	10.0

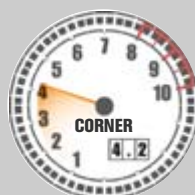
CLASS **R-P1** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **615** | TORQUE ft/lbs **480** | WEIGHT (lbs) **1,984** | WEIGHT FRONT (%) **45**



BENTLEY 2004 CONTINENTAL GT

PRICING
NA: 98,000

A: 106,000
E: 68,000



CNTRY	RARITY
NA	7.5
A	7.7
E	6.6

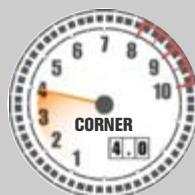
CLASS **B1** | DRIVE **AWD** | MOTOR **FRONT** | POWER (HP) **552** | TORQUE ft/lbs **479** | WEIGHT (lbs) **5,258** | WEIGHT FRONT (%) **50**



JAGUAR 1961 E-TYPE S1

PRICING
NA: 61,000

A: 85,000
E: 43,000

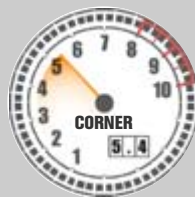


CNTRY	RARITY
NA	6.7
A	7.4
E	6.0

CLASS **D1** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **265** | TORQUE ft/lbs **260** | WEIGHT (lbs) **2,721** | WEIGHT FRONT (%) **50**

JAGUAR 1993 XJ220

PRICING A: 263,000
 NA: 263,000 E: 263,000

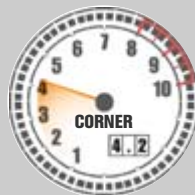


CNTRY	RARITY
NA	9.7
A	9.7
E	9.7

CLASS **S3** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **542** | TORQUE ft/lbs **475** | WEIGHT (lbs) **3,025** | WEIGHT FRONT (%) **45**

LOTUS 1972 ELAN SPRINT

PRICING A: 67,000
 NA: 70,000 E: 55,000

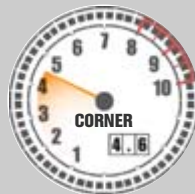


CNTRY	RARITY
NA	7.0
A	6.9
E	6.5

CLASS **D4** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **126** | TORQUE ft/lbs **113** | WEIGHT (lbs) **1,660** | WEIGHT FRONT (%) **48**

LOTUS 2002 ELISE 111S

PRICING A: 32,000
 NA: 37,000 E: 28,000

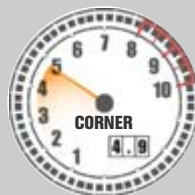


CNTRY	RARITY
NA	5.3
A	4.9
E	4.4

CLASS **B4** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **156** | TORQUE ft/lbs **129** | WEIGHT (lbs) **1,777** | WEIGHT FRONT (%) **39**

LOTUS 2002 ESPRIT V8

PRICING A: 66,000
 NA: 63,000 E: 61,000



CNTRY	RARITY
NA	5.4
A	5.6
E	5.3

CLASS **A3** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **350** | TORQUE ft/lbs **295** | WEIGHT (lbs) **2,641** | WEIGHT FRONT (%) **44**

THE CARS: MANUFACTURERS AND MODELS



LOTUS 2005 ELISE

PRICING A: 25,000
NA: 28,000 E: 25,000

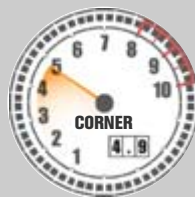


CNTRY	RARITY
NA	4.8
A	4.4
E	4.2

CLASS **C2** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **135** | TORQUE ft/lbs **126** | WEIGHT (lbs) **1,796** | WEIGHT FRONT (%) **48**

LOTUS 2005 EXIGE

PRICING A: 73,000
NA: 76,000 E: 51,000



CNTRY	RARITY
NA	6.9
A	6.8
E	6.0

CLASS **B2** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **192** | TORQUE ft/lbs **146** | WEIGHT (lbs) **1,720** | WEIGHT FRONT (%) **41**

TVR 1998 CERBERA SPEED 12

PRICING A: 300,000
NA: 300,000 E: 300,000

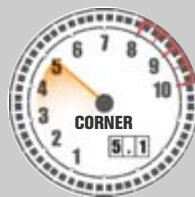


CNTRY	RARITY
NA	10.0
A	10.0
E	10.0

CLASS **S1** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **800** | TORQUE ft/lbs **649** | WEIGHT (lbs) **2,359** | WEIGHT FRONT (%) **50**

TVR 2001 TUSCAN R

PRICING A: 160,000
NA: 168,000 E: 117,000



CNTRY	RARITY
NA	8.0
A	7.8
E	6.6

CLASS **S3** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **446** | TORQUE ft/lbs **350** | WEIGHT (lbs) **2,304** | WEIGHT FRONT (%) **50**

TVR 2001 TUSCAN S

PRICING **A:** 80,000
NA: 98,000 **E:** 75,000

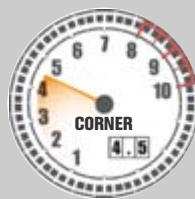


CNTRY	RARITY
NA	6.4
A	5.6
E	5.3

CLASS A2 | **DRIVE** RWD | **MOTOR** FRONT | **POWER (HP)** 390 | **TORQUE ft/lbs** 310 | **WEIGHT (lbs)** 2,425 | **WEIGHT FRONT (%)** 50

ACURA 1997 NSX

PRICING **A:** 46,000
NA: 40,000 **E:** 44,000



CNTRY	RARITY
NA	4.9
A	5.4
E	5.3

CLASS B3 | **DRIVE** RWD | **MOTOR** MID | **POWER (HP)** 290 | **TORQUE ft/lbs** 224 | **WEIGHT (lbs)** 3,069 | **WEIGHT FRONT (%)** 42

ACURA 2001 INTEGRA TYPE-R

PRICING **A:** 25,000
NA: 21,000 **E:** 24,000



CNTRY	RARITY
NA	4.3
A	4.9
E	4.7

CLASS D1 | **DRIVE** FWD | **MOTOR** FRONT | **POWER (HP)** 195 | **TORQUE ft/lbs** 130 | **WEIGHT (lbs)** 2,595 | **WEIGHT FRONT (%)** 62

ACURA 2002 #42 REALTIME RACING NSX

PRICING **A:** 268,000
NA: 262,000 **E:** 268,000



CNTRY	RARITY
NA	9.7
A	9.8
E	9.8

CLASS R-GT | **DRIVE** RWD | **MOTOR** MID | **POWER (HP)** 442 | **TORQUE ft/lbs** 282 | **WEIGHT (lbs)** 2,550 | **WEIGHT FRONT (%)** 42

THE CARS: MANUFACTURERS AND MODELS



UK



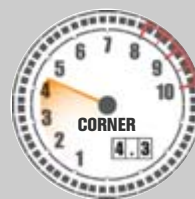
USA



ACURA 2002 RSX TYPE-S

PRICING
NA: 20,000

A: 23,000
E: 24,000



CNTRY	RARITY
NA	4.1
A	4.7
E	4.8

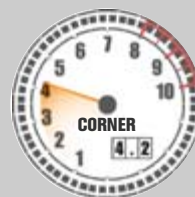
CLASS **D2** | DRIVE **FWD** | MOTOR **FRONT** | POWER (HP) **200** | TORQUE ft/lbs **142** | WEIGHT (lbs) **2,808** | WEIGHT FRONT (%) **61**



ACURA 2003 3.2 CL TYPE-S

PRICING
NA: 20,000

A: 28,000
E: 28,000



CNTRY	RARITY
NA	4.1
A	5.2
E	5.2

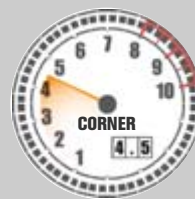
CLASS **D2** | DRIVE **FWD** | MOTOR **FRONT** | POWER (HP) **260** | TORQUE ft/lbs **232** | WEIGHT (lbs) **3,446** | WEIGHT FRONT (%) **62**



ACURA 2004 NSX

PRICING
NA: 39,000

A: 46,000
E: 44,000



CNTRY	RARITY
NA	5.0
A	5.5
E	5.4

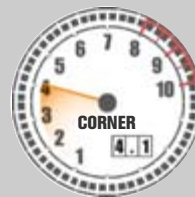
CLASS **B3** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **290** | TORQUE ft/lbs **224** | WEIGHT (lbs) **3,153** | WEIGHT FRONT (%) **41**



CHRYSLER 2004 PT CRUISER GT TURBO

PRICING
NA: 20,000

A: 21,000
E: 21,000



CNTRY	RARITY
NA	4.1
A	4.4
E	4.3

CLASS **D3** | DRIVE **FWD** | MOTOR **FRONT** | POWER (HP) **215** | TORQUE ft/lbs **245** | WEIGHT (lbs) **3,304** | WEIGHT FRONT (%) **59**

CHRYSLER 2005 ME FOUR-TWELVE

PRICING A: 300,000
 NA: 300,000 E: 300,000

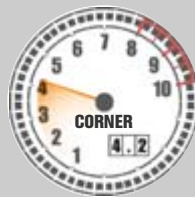


CNTRY	RARITY
NA	10.0
A	10.0
E	10.0

CLASS **S1** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **850** | TORQUE ft/lbs **849** | WEIGHT (lbs) **2,880** | WEIGHT FRONT (%) **42**

DODGE 1970 CHALLENGER R/T HEMI

PRICING A: 69,000
 NA: 58,000 E: 66,000



CNTRY	RARITY
NA	6.4
A	6.8
E	6.7

CLASS **B2** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **425** | TORQUE ft/lbs **490** | WEIGHT (lbs) **3,800** | WEIGHT FRONT (%) **59**

DODGE 1996 STEALTH R/T TURBO

PRICING A: 44,000
 NA: 35,000 E: 42,000



CNTRY	RARITY
NA	4.3
A	5.3
E	5.2

CLASS **B2** | DRIVE **AWD** | MOTOR **FRONT** | POWER (HP) **320** | TORQUE ft/lbs **315** | WEIGHT (lbs) **3,064** | WEIGHT FRONT (%) **55**

DODGE 1999 VIPER GTS ACR

PRICING A: 116,000
 NA: 81,000 E: 107,000



CNTRY	RARITY
NA	5.6
A	7.0
E	6.7

CLASS **A1** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **460** | TORQUE ft/lbs **500** | WEIGHT (lbs) **3,355** | WEIGHT FRONT (%) **48**

THE CARS: MANUFACTURERS AND MODELS



USA



DODGE 2000 HENNESSEY VIPER 800TT

PRICING A: 250,000
NA: 193,000 E: 239,000



CNTRY	RARITY
NA	8.1
A	9.2
E	9.0

CLASS **S2** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **833** | TORQUE ft/lbs **901** | WEIGHT (lbs) **3,250** | WEIGHT FRONT (%) **50**



DODGE 2002 #1 TEAM ZAKSPEED VIPER ACR

PRICING A: 275,000
NA: 268,000 E: 275,000



CNTRY	RARITY
NA	9.7
A	9.8
E	9.8

CLASS **R-GT** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **460** | TORQUE ft/lbs **500** | WEIGHT (lbs) **2,976** | WEIGHT FRONT (%) **47**



DODGE 2003 #23 VIPER COMPETITION COUPE

PRICING A: 287,000
NA: 280,000 E: 287,000



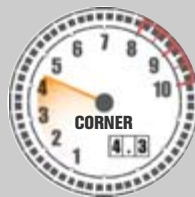
CNTRY	RARITY
NA	9.7
A	9.8
E	9.8

CLASS **R-GT** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **520** | TORQUE ft/lbs **540** | WEIGHT (lbs) **3,190** | WEIGHT FRONT (%) **50**



DODGE 2003 SRT-4

PRICING A: 26,000
NA: 23,000 E: 24,000



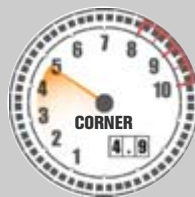
CNTRY	RARITY
NA	4.0
A	4.7
E	4.3

CLASS **C3** | DRIVE **FWD** | MOTOR **FRONT** | POWER (HP) **230** | TORQUE ft/lbs **250** | WEIGHT (lbs) **2,899** | WEIGHT FRONT (%) **63**



DODGE 2003 VIPER SRT10

PRICING A: 112,000
NA: 78,000 E: 100,000



CNTRY	RARITY
NA	5.5
A	6.9
E	6.5

CLASS **A1** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **500** | TORQUE ft/lbs **525** | WEIGHT (lbs) **3,358** | WEIGHT FRONT (%) **50**



DODGE 2004 #22 VIPER COMPETITION COUPE

PRICING A: 287,000
NA: 280,000 E: 287,000



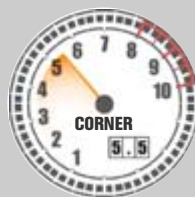
CNTRY	RARITY
NA	9.7
A	9.8
E	9.8

CLASS **R-GT** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **520** | TORQUE ft/lbs **540** | WEIGHT (lbs) **3,190** | WEIGHT FRONT (%) **50**



DODGE 2004 VIPER COMPETITION COUPE

PRICING A: 195,000
NA: 138,000 E: 186,000



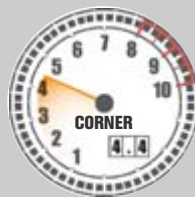
CNTRY	RARITY
NA	7.0
A	8.4
E	8.2

CLASS **S3** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **520** | TORQUE ft/lbs **540** | WEIGHT (lbs) **3,090** | WEIGHT FRONT (%) **50**



EAGLE 1998 TALON TSI TURBO

PRICING A: 31,000
NA: 20,000 E: 29,000



CNTRY	RARITY
NA	4.1
A	5.4
E	5.3

CLASS **D2** | DRIVE **AWD** | MOTOR **FRONT** | POWER (HP) **210** | TORQUE ft/lbs **214** | WEIGHT (lbs) **3,157** | WEIGHT FRONT (%) **54**

THE CARS: MANUFACTURERS AND MODELS



USA



FORD 1966 GT40

PRICING A: 238,000
NA: 227,000 E: 227,000



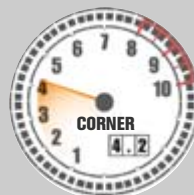
CNTRY	RARITY
NA	9.0
A	9.2
E	9.0

CLASS **S3** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **485** | TORQUE ft/lbs **475** | WEIGHT (lbs) **2,050** | WEIGHT FRONT (%) **46**



FORD 1968 SHELBY MUSTANG GT-500KR

PRICING A: 71,000
NA: 68,000 E: 61,000



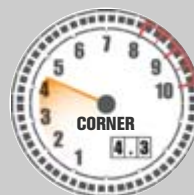
CNTRY	RARITY
NA	6.9
A	7.0
E	6.7

CLASS **B3** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **374** | TORQUE ft/lbs **440** | WEIGHT (lbs) **3,750** | WEIGHT FRONT (%) **57**



FORD 1970 MUSTANG BOSS 429

PRICING A: 66,000
NA: 54,000 E: 63,000



CNTRY	RARITY
NA	6.4
A	6.8
E	6.7

CLASS **B4** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **376** | TORQUE ft/lbs **450** | WEIGHT (lbs) **3,870** | WEIGHT FRONT (%) **58**



FORD 2000 MUSTANG COBRA R

PRICING A: 57,000
NA: 43,000 E: 50,000



CNTRY	RARITY
NA	4.8
A	5.8
E	5.4

CLASS **B1** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **385** | TORQUE ft/lbs **385** | WEIGHT (lbs) **3,589** | WEIGHT FRONT (%) **56**

FORD 2000 SALEEN MUSTANG S281

PRICING
 NA: 59,000 A: 81,000
 E: 63,000



CNTRY	RARITY
NA	5.5
A	6.5
E	5.7

CLASS **A4** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **355** | TORQUE ft/lbs **410** | WEIGHT (lbs) **3,064** | WEIGHT FRONT (%) **56**

FORD 2003 FOCUS SVT

PRICING
 NA: 20,000 A: 22,000
 E: 21,000



CNTRY	RARITY
NA	4.0
A	4.6
E	4.3

CLASS **D3** | DRIVE **FWD** | MOTOR **FRONT** | POWER (HP) **170** | TORQUE ft/lbs **145** | WEIGHT (lbs) **2,756** | WEIGHT FRONT (%) **61**

FORD 2004 #10 TIGER RACING MUSTANG

PRICING
 NA: 267,000 A: 274,000
 E: 274,000

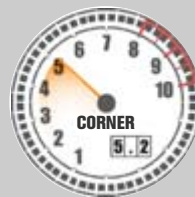


CNTRY	RARITY
NA	9.7
A	9.8
E	9.8

CLASS **R-GT** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **493** | TORQUE ft/lbs **413** | WEIGHT (lbs) **2,850** | WEIGHT FRONT (%) **56**

FORD 2005 FORD GT

PRICING
 NA: 133,000 A: 183,000
 E: 178,000



CNTRY	RARITY
NA	7.5
A	8.6
E	8.5

CLASS **A1** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **500** | TORQUE ft/lbs **500** | WEIGHT (lbs) **3,390** | WEIGHT FRONT (%) **43**

THE CARS: MANUFACTURERS AND MODELS



USA



FORD 2005 MUSTANG GT

PRICING
NA: 34,000 A: 44,000
E: 41,000



CNTRY	RARITY
NA	4.6
A	5.5
E	5.3

CLASS **B3** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **303** | TORQUE ft/lbs **315** | WEIGHT (lbs) **3,425** | WEIGHT FRONT (%) **52**



INFINITI G35 COUPE

PRICING
NA: 23,000 A: 31,000
E: 28,000



CNTRY	RARITY
NA	4.3
A	5.2
E	5.0

CLASS **C2** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **280** | TORQUE ft/lbs **270** | WEIGHT (lbs) **3,416** | WEIGHT FRONT (%) **54**



LEXUS 2002 SC430

PRICING
NA: 26,000 A: 34,000
E: 31,000



CNTRY	RARITY
NA	4.8
A	5.4
E	5.2

CLASS **C4** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **300** | TORQUE ft/lbs **325** | WEIGHT (lbs) **3,840** | WEIGHT FRONT (%) **53**



LEXUS 2003 IS300

PRICING
NA: 20,000 A: 25,000
E: 20,000



CNTRY	RARITY
NA	4.1
A	4.9
E	4.2

CLASS **D2** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **215** | TORQUE ft/lbs **218** | WEIGHT (lbs) **3,255** | WEIGHT FRONT (%) **54**

PANOZ 2001 ESPERANTE GTL

PRICING A: 101,000
 NA: 66,000 E: 95,000



CNTRY	RARITY
NA	5.8
A	7.1
E	6.9

CLASS **A2** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **425** | TORQUE ft/lbs **390** | WEIGHT (lbs) **3,197** | WEIGHT FRONT (%) **55**

PANOZ 2002 #10 JML LMP01 EPP

PRICING A: 500,000
 NA: 500,000 E: 500,000



CNTRY	RARITY
NA	10.0
A	10.0
E	10.0

CLASS **R-P1** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **600** | TORQUE ft/lbs **500** | WEIGHT (lbs) **1,984** | WEIGHT FRONT (%) **46**

SALEEN 2000 #2 IMSA S7R

PRICING A: 400,000
 NA: 400,000 E: 400,000



CNTRY	RARITY
NA	10.0
A	10.0
E	10.0

CLASS **R-GTS** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **575** | TORQUE ft/lbs **570** | WEIGHT (lbs) **2,756** | WEIGHT FRONT (%) **40**

SALEEN 2004 S7

PRICING A: 274,000
 NA: 245,000 E: 268,000



CNTRY	RARITY
NA	9.1
A	9.6
E	9.5

CLASS **S2** | DRIVE **RWD** | MOTOR **MID** | POWER (HP) **602** | TORQUE ft/lbs **550** | WEIGHT (lbs) **2,535** | WEIGHT FRONT (%) **40**

THE CARS: MANUFACTURERS AND MODELS



USA



SHELBY 1967 COBRA 427 SC

PRICING A: 134,000
NA: 113,000 E: 127,000



CNTRY	RARITY
NA	6.9
A	7.5
E	7.3

CLASS **A1** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **320** | TORQUE ft/lbs **290** | WEIGHT (lbs) **2,650** | WEIGHT FRONT (%) **50**



SHELBY 1999 SERIES 1

PRICING A: 125,000
NA: 77,000 E: 125,000



CNTRY	RARITY
NA	6.4
A	7.8
E	7.8

CLASS **A3** | DRIVE **RWD** | MOTOR **FRONT** | POWER (HP) **320** | TORQUE ft/lbs **290** | WEIGHT (lbs) **2,650** | WEIGHT FRONT (%) **48**

CONCLUSION

Now that you've reviewed the stock vehicle stats for these cars in *Forza Motorsport*, turn to the next chapter to learn about how to upgrade the performance aspects for each type of vehicle.

UPGRADES AND PERFORMANCE TUNING

UPGRADES

The following upgrades and performance tuning options are available through the Garage menu in Career Mode. For ease of browsing, the components parts of applicable packages are outlined in bulleted lists.

ENGINE AND POWER UPGRADES



Increase your engine's overall power (both horsepower and torque) by adding or improving engine components, upgrading your intake, exhaust, fuel, and ignition systems, and installing turbo and supercharger systems. Each of these systems has a different effect on a car, so the right upgrade depends on the skill of the driver, the class of car, and the layout of the racetrack to really demonstrate the advantages. Here are a few ideas on how to improve your advantage by investing in the right upgrades.



Engine Tuning



Make your car faster and more suitable for racing by increasing the performance and durability of your engine.

By using components such as longer-duration cams and big-bore throttle bodies in matched upgrade kits, you can exploit your engine for every ounce of power it was designed to produce.

MODIFIED ENGINE TUNING

- **Baffled oil pan:** Prevents lubrication starvation under hard cornering
- **Big-bore throttle bodies:** Improves air flow to the engine
- **High-flow radiator:** Improves cooling
- **Underdrive pulleys:** Reduces accessory power loss

CLUBSPORT ENGINE TUNING

- **Engine oil cooler:** Normalizes oil temperature
- **High lift, longer-duration cams:** Improves flow to and from the combustion chamber
- **Port and polish cylinder heads:** Improves engine's breathing

- **Stiffer valve springs:** For faster closing valves
- **Titanium retainers:** For high RPM use

PROFESSIONAL ENGINE TUNING

- **Dry sump oil system:** Regulates lubrication to the engine under harsh conditions

- **Individual throttle bodies:** For high fuel flow and crisp response
- **Lightweight forged aluminum pistons:** Increases displacement
- **Stroker crankshaft:** Utilizes stronger billeted steel
- **Titanium connecting rods:** A lighter material



MODIFIED FUEL AND IGNITION

- **Custom ECU (Electronic Control Unit):** Optimizes fuel flow and adds more aggressive ignition timing
- **Platinum-tipped spark plugs:** For higher charge
- **Silicon-insulated ignition wires:** Improves charge efficiency

CLUBSPORT FUEL AND IGNITION

- **Capacitive-discharge coil pack:** Builds up more charge for bigger sparks
- **Colder range spark plugs:** Allows spark plugs to work in more extreme environments
- **ECU upgrade:** Tunes your car's computer to optimal settings based on your needs
- **Filters:** Higher flow fuel filters get gas to the engine faster
- **Fuel Injectors:** Increases the amount of fuel as well as improves the blend of fuel and air in the engine
- **Grounded ignition wires:** Minimizes any loss of spark power
- **High-flow fuel pump:** Provides more gas to the engine when needed
- **Rails:** Wider pan rails allow more clearance for the rods in the engine

PROFESSIONAL FUEL AND IGNITION

- **Foam-filled racing fuel cell:** Increases resistance to puncture and leakage

- **Individual Coils:** Allows coils to have more time between each firing, increasing the coil's output voltage at high RPM
- **Maximum flow, high-impedance fuel injectors:** Provides gas faster when an engine is under hard acceleration
- **Optimization of fuel system for high-octane racing fuel:** Ensures highest horsepower for when it's needed
- **Programmable standalone fuel management system:** For tweaking their engine performance in a wide variety of applications
- **Racing ignition system:** Creates the right spark for the right fuel and air mixture
- **Twin racing fuel pumps:** Provides fuel flow redundancy and prevents gas tank slosh from slowing you down

WHAT IS AN ECU?

An Electronic Control Unit controls the modern auto engine. The ECU is the solid-state electronic device that tells the engine when to fire the spark plugs, opens and closes the fuel injectors, and changes the fuel-to-air mixture to the right ratio. It even has programmed settings for turning the cooling fan on and off, among many other engine efficiency settings. Because the ECU is digital, it can be re-programmed or upgraded when new technology is available.

Intake and Exhaust



CLUBSPORT INTAKE AND EXHAUST

- **High flow cone air filters:** Improves air flow
- **Stainless-steel headers:** For better exhaust flow and heat dispersion
- **Track-only catalytic converter bypass pipes:** Bypasses the catalytic converter and improves the exhaust flow (not street legal)

PROFESSIONAL INTAKE AND EXHAUST

- **Carbon-fiber pressurized cold air intake system:** Cools incoming air to the engine
- **Port-matched, lightweight titanium anti-reversion headers:** Resists heat to higher temperatures
- **Resonance-tuned carbon-Kevlar intake manifold:** Improves airflow to the engine
- **Straight-through, big-bore titanium racing exhaust system:** Allows exhaust to flow more easily through it

MODIFIED INTAKE AND EXHAUST

- **High-flow replacement air filter element:** Improves air flow to the engine
- **Performance mandrel-bent cat-back exhaust system:** Improves engine respiration
- **Stainless-steel sport mufflers:** Provides excellent exhaust disbursement

Fuel and Ignition

Fuel is the food your engine needs to crank out those hundreds of horses. To increase engine power and expand tuning opportunities, there are a number of recommended upgrades to the fuel delivery and ignition control systems.

Turbo Kits



Upgrade or add a turbocharger system to your engine. Turbo systems use wasted exhaust energy from the engine to spin a turbine, which compresses air entering your engine. Forced induction of air and increased fueling boosts the engine's output.

MODIFIED TURBO

- **Ball-bearing sport turbochargers:** For maximum air flow and minimal resistance when the turbo kicks in
- **Cast iron turbo manifold:** Dissipates heat quickly and allows excessive exhaust flow
- **Integral wastegate:** Opens the valve to the turbo to let it boost engine power; is built onto the turbo unit for smoother power generation
- **Manual boost controller:** Allows you to tune when the wastegate opens, providing more power

CLUBSPORT TURBO

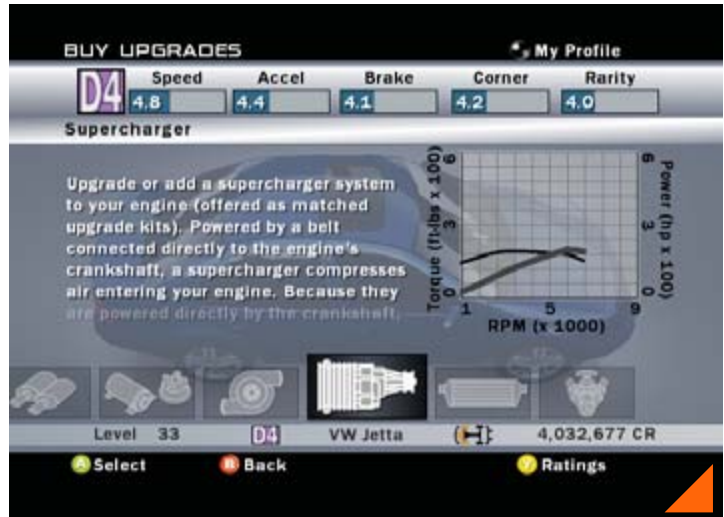
- **Ceramic ball-bearing turbochargers:** Less susceptible to heat build-up, minimizing wear and tear
- **Ceramic-coated stainless steel turbo manifold:** Dissipates heat quickly, allowing for more frequent use of the turbo

- **Electronic boost controller:** Boosts the turbo unit's power settings electronically instead of manually
- **External wastegate:** Externally provides for exhaust to go past the turbine wheel
- **Flanged downpipes:** Ensures that exhaust gases don't escape through any joining point when under high pressure
- **Piston-type blow-off valve:** Minimizes the time needed for the turbo to come up to speed
- **Water injection:** Dissipates heat very quickly on high performance turbo systems

PROFESSIONAL TURBO

- **Alcohol injection (Turbo system):** Reduces the temperature of the compressed air and the potential for "engine knock"
- **Electronic boost controller:** Turbo boost settings are electronically tunable instead of manually set
- **Flanged down pipes:** Ensures smooth exhaust flow
- **High-flow external racing wastegate:** For better turbo performance
- **High-flow piston-type blow off valve:** Minimizes the time needed for the turbo to come up to speed
- **Inconel turbo manifold:** Made of the highest quality alloy for best performance
- **Large racing turbochargers:** For maximum air intake and power

Supercharger Kits



Upgrade or add a supercharger system to your engine.

Superchargers compress air entering your engine, and are powered by a belt connected directly to the engine's crankshaft. This forced induction of air and increased fueling boosts engine output.

Because they are powered directly by the crankshaft, superchargers rob the engine of a small amount of torque to drive the compressor. On the upside, the extra boost of power is linked directly to the RPM and has no lag in the power delivery.

There are two basic types of superchargers: positive-displacement and centrifugal. A positive-displacement supercharger fills the compression chamber with a fixed volume of air at atmospheric pressure, which helps an engine reach maximum power in every situation. Then, the supercharger moves that air to the high-pressure side of the intake manifold. These types of superchargers provide virtually instantaneous boost and a good balance of low-RPM torque and high-RPM power.

Centrifugal superchargers function in essentially the same way, but are mechanically driven off the crankshaft instead of being powered by exhaust gas. With some internal gearing, they increase the spin speed and air flow, which creates a distinctive whistling sound. Most race drivers enjoy this sound, but the general public often considers it just noisy.

MODIFIED SUPERCHARGER

- **Modified positive-displacement supercharger:** Tuned for low boost applications

CLUBSPORT SUPERCHARGER

- **Clubsport positive-displacement supercharger:** Tuned for medium boost applications

PROFESSIONAL SUPERCHARGER

- **Professional positive-displacement supercharger:** Tuned for high boost applications

Intercooler



Installing an intercooler increases power, engine reliability, and forced-induction efficiency. The ITC cools the air compressed by the turbo or supercharger. This delivers cooler, denser air to the engine, and allows the engine to develop more power.

MODIFIED INTERCOOLER

- **Fin core sport intercooler:** Optimizes air intake density
- **Medium sized tube:** Allows more air into the intercooler

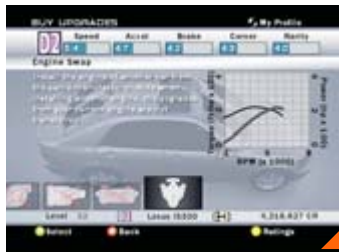
CLUBSPORT INTERCOOLER

- **Larger, more efficient bar:** Distributes heat more efficiently and creates smoother power cycles
- **Plate core intercooler:** For more efficient cooling

PROFESSIONAL INTERCOOLER

- **High-flow bar:** Allows more air flow for the intercooler
- **Plate core racing intercooler:** Provides more efficient cooling and heat dispersion

Engine Swaps



The Engine Swap option allows you to install a more powerful engine (higher horsepower) by swapping engines with other cars by the same manufacturer.

Depending on the manufacturer of your car, there may be a host of compatible engines available to swap in and out of your car. Vehicles that are the most

tunable in the real world tend to have many options in the game. For example, Hondas usually have many engines to choose from, while Ferraris have fewer options, as there are fewer Ferraris. Some cars have no optional engines to swap. Generally, the higher of a performance engine you can find for your car, the more expensive and better it will be. Save your credits, then pull the wrenches to get it in there and make the swap!

TIP: We've listed the cars that have swappable engines, along with all the engines available, in the Car Stats appendix.

APPEARANCE AND AERO UPGRADES



Customize your car's appearance and modify downforce with aerodynamic parts. With the massive selection of aftermarket parts to choose from, you can spend many happy hours customizing your cars to the maximum degree. Installing some parts may increase your car's rarity, while others may affect performance.

Custom Hood



Custom hoods from Mugen, Kaminari, and more

Your hood is one of the first things the fans see when you're coming at them at near 200 mph. Consequently, pick out a new hood that shows off your particular style—think of it as your own trademark.

Front Bumper



Custom bumpers from Tsunami, VIS, Mugen, Kaminari, and more

The varying styles of front bumpers have different aerodynamic effects. There are always tradeoffs when upgrading a vehicle, because upgrades affect a car's performance statistics. For example, installing high-end front bumper upgrades gives you the ability to adjust your front-end downforce, but it decreases your speed stat as it increases your traction and handling.

Rear Bumper



Custom rear bumpers from Buddy Club, Kaminari, Tsunami and more

There are matched sets of rear bumpers, front bumpers, and side skirts to watch for. It is possible to mix and match, but the overall lines on the car body are much more agreeable when you install pieces from the same set.

Rear Lenses



Customize your rear lenses with replacements from Hella and APC

Customize the look of your car's rear end with a huge selection of aftermarket lenses for just the right image—subtle yet stylish.

Rear Spoiler/Wing



Custom spoilers and wings from Mugen, Kaminari, Wings West, Buddy Club, J's Racing, and more

Choose from numerous types of spoilers or wings to add to your car's visual customization. However, installing a spoiler means you can adjust your rear end downforce, which in turn can affect your top speed.

UPGRADES AND PERFORMANCE TUNING

Roll Cage



Increase your car's handling with a roll cage

Installing a roll cage reduces flex in the car's body while increasing reinforcement. Less body flex means better handling, but at the expense of some added weight.

Side Skirts



Custom side skirts from Buddy Club, Kaminari, Tsunami, and more

The final accoutrements to the matched body kits, these subtle parts tie the whole package together.

Wheel Style



Many aftermarket rims from Enkei, Gemballa, Gramlights, HRE, Konig, and tons more

Choose aftermarket rims from many of the best and most popular manufacturers around to really pimp out your ride.

Window Tint



Customize your car's glass with a rainbow of colors; choose from various shades of black, silver, red, blue, green, and gold

For an extra bit of flair and flavor, pick out your favorite shade of window tinting. It doesn't affect your performance on the track, but off the track you'll be the star of the show!

CHASSIS AND DRIVETRAIN UPGRADES

This group of upgrades directly influences your car's handling through increased grip, reduced weight, and improved contact with the road.



Suspension



Improve your car's handling by decreasing its ride height and improving body control.

Reducing your ride height and center of gravity (CG) results in better handling, cornering, and overall stability on the track.

MODIFIED SUSPENSION

- **Lowering springs:** Lowers your car's center of gravity, providing better handling
- **Matched shocks:** Makes your ride smoother

CLUBSPORT SUSPENSION

- **Custom-valved shocks:** Can be adjusted for various terrain and track conditions
- **Coil-over springs:** Can be adjusted lower or higher for various track conditions
- **Polyurethane bushings:** Provides stiffer suspension and more durability
- **Stiffer anti-roll bars:** For more responsive handling

PROFESSIONAL SUSPENSION

- **Adjustable anti-roll bars:** Allows weight shifting around corners for better handling
- **Custom-valved, double-adjustable racing shocks:** For technically tuning your ride's suspension

Brakes



Brakes are one of the most important systems on a race vehicle. It's always a good investment to have the best brakes you can afford. Upgrade your brake package to improve braking power and decrease brake fade. (Brake fade occurs when excess heat diminishes braking performance—the last thing you need when working your way through a complex series of turns.)

MODIFIED BRAKES

- **High boiling point brake fluid:** For races where heavy braking is required
- **High performance brake pads:** Disperses heat more quickly and lasts longer

CLUBSPORT BRAKES

- **Braided steel brake lines:** Less susceptible to leaks; disperses heat more evenly
- **Larger internally-ventilated brake discs:** For dispersing heat quickly and efficiently during heavy braking
- **Multi-piston calipers:** For tighter, more even pressure from the brake pads to the brake discs
- **Track-purpose brake pads:** For longer-lasting brake pads, even on the toughest tracks

PROFESSIONAL BRAKES

- **Carbon-ceramic internally ventilated brake discs:** Resistant to heat build up; more heat dispersion through ventilation
- **Matched multi-piston calipers:** For even pressure to all brake pads
- **Racing-purpose composite brake pads:** For longer-lasting, more effective braking during races

Transmission



The transmission upgrades increase torque capacity and decrease shift time through modifications to the shifter and gearbox.

MODIFIED TRANSMISSION

- **Short-shifter:** Decreases distance and time that the shift needs to take

CLUBSPORT TRANSMISSION

- **Semi-racing gearbox (tougher, straight-cut gears):** For less weight and more gear ratios and specific tuning
- **Short-shifter:** Decreases time to shift gears

PROFESSIONAL TRANSMISSION

- **Racing gearbox (straight-cut gears with full dogtooth engagement):** For more technically tuned gears
- **Sequential shifter (all gears are in a sequence of front to back):** Minimizes the time to shift gears

Clutch and Flywheel



Modifying the clutch increases the torque capacity in your engine. These upgrades also improve engine response and acceleration by decreasing the weight of your flywheel.

MODIFIED CLUTCH AND FLYWHEEL

- **Lightweight steel flywheel:** For quicker acceleration and engine response

- **Sport clutch:** Tighter fitting clutch plates provide responsiveness to throttle inputs

CLUBSPORT CLUTCH AND FLYWHEEL

- **Lightweight aluminum flywheel:** For easier acceleration
- **Twin-plate racing clutch:** Disperses heat; minimizes wear and tear

PROFESSIONAL CLUTCH AND FLYWHEEL

- **Carbon fiber flywheel:** Extremely light composite ensures prompt acceleration
- **Triple-plate racing clutch:** For maximum heat dispersion and durability under the toughest racing conditions

Tires



Tires are possibly the most important component of car racing. They are your contact with the road and therefore must be selected appropriately. Both your car's handling and braking may be improved significantly by upgrading your tires to better packages.

Y-RATED TIRES

- **Ultra high-performance street tires:** Sticky tires that can absorb the heat generated by the friction with the road

DOT SPEC TIRES

- **Street legal, soft compound racing tires:** Even stickier tires; these don't last as long as the ultra high-performance tires

RACING SLICKS

- **Track-only race slicks:** Best traction but lowest life span

Weight Reduction



You can easily improve your car's handling, braking, and acceleration by decreasing its weight. These matched upgrade packages remove extraneous car components by a priority of how redundant or useless they are.

MODIFIED WEIGHT REDUCTION

- Remove air conditioning system
- Remove cruise control
- Remove entertainment system
- Remove sound insulation

CLUBSPORT WEIGHT REDUCTION

- Install lightweight battery
- Install racing seats
- Remove air bags
- Remove any rear seats
- Remove power locks
- Remove power windows

PROFESSIONAL WEIGHT REDUCTION

- Install Plexiglass side windows
- Install roll cage
- Install thinner glass windshield
- Remove all interior trim
- Remove carpeting

Differential



Improve traction for adverse cornering conditions by installing a limited-slip differential. These upgrades reduce rotational vibration with lightweight drive shafts.

MODIFIED DIFFERENTIAL

- **High-performance, 1-way limited-slip differential:** Positive-lock motion *only* under acceleration

CLUBSPORT DIFFERENTIAL

- **High-performance, 1.5-way limited-slip differential:** Stronger positive-lock motion under acceleration than under deceleration
- **Lightweight driveshaft:** Minimizes weight and mass

PROFESSIONAL DIFFERENTIAL

- **Carbon-fiber driveshaft:** Provides durability and lighter weight for top racing
- **Racing 2-way limited-slip differential:** Positive-lock motion under both acceleration and deceleration

WHAT IS TRACTION?

Traction, or "grip" as it's called in the game, is the amount of friction force that the tires exert on the track. Traction is directly related to that friction, which is generated by the weight of the car plus any generated downforce pressing the car down into the pavement. There are two components to consider. First, there's what's called static friction. This is the good part of friction; it's

what keeps the car on the road. This force is measured in what is called the "coefficient of static friction," where the tire and the road are in contact and aren't sliding relative to each other. The coefficient is the ratio of force pressing down relative to the force horizontally.

However, when the tire and the pavement surfaces are sliding relative to each other,

this is called "sliding friction." The measurement of this force is referred to as the "coefficient of sliding friction." The tricky part happens when the coefficient of sliding friction is less than the coefficient of static friction. What this means is that when a car's tires start to spin freely, slide sideways, or slide in a straight line, it actually exerts less force on the road than if it weren't

sliding. That means you have to slow down (or otherwise exert less force) than when the car started sliding in order to regain static friction (or grip) with the road.

When a tire breaches the limits of static friction and transitions to sliding friction, it has lost traction and has no grip. The bottom line to remember is that a car has the greatest traction when the tires are not sliding.

CUSTOM PAINT, VINYL, AND DECALS



With a huge palette of aftermarket paints and hundreds of decals to adorn your favorite set of wheels, there are literally millions of ways to customize and fine tune the visual pimp factor of your ride.

Paint



You can apply tons of aftermarket paint colors to your car, but this is really only the beginning. Once you've chosen your base body color, you can also stylize various other parts of your car. It's best to have an idea of the base color before you start applying decals—that way, contrast is at acceptable levels.



Vinyls and Decals



Place hundreds of vinyl shapes and more than 150 real-world manufacturer decals anywhere you want on the car—and in hundreds of separate layers—to create dramatic schemes or impressive tributes to your sponsors. You can stick with basic designs such as flames or stripes, or create visual masterpieces with logo decals

from manufacturers including Brembo, AEM, Toyo, and many, many more.



PERFORMANCE TUNING

TIRES



The cold tire pressure of your tires is adjustable within certain restrictions. Air pressure affects the peak grip, responsiveness, and wear of a tire. Begin your tuning by setting tires to a pressure that yields maximum grip. Then adjust the

pressure at the front and or the rear depending upon the understeer/oversteer balance and the kind of handling you want. Adding extra pressure reduces grip slightly and makes your tires feel more responsive, but less forgiving (loss of grip is

more sudden). Lowering pressure below peak grip also reduces grip and makes your tires less responsive, but the loss of grip is more progressive.

Recommended Settings

Consider a few general recommendations when adjusting tire pressure. Here's what works best in some situations.

FRONT PRESSURE

Increase front pressure to sharpen steering response;

reduce front pressure to slow steering response. By increasing the front pressure, you minimize the contact patch of the rubber from the tire on the road. With the right pressure, front traction is maximized, which reduces understeer; conversely, too much pressure results in less traction

during mid-corner and corner exit, and thus a greater likelihood of understeer.

REAR PRESSURE

By decreasing rear pressure, more rubber from the tire is touching the ground. This generally reduces oversteer. An

increase in rear pressure allows a driver to accelerate and put engine power down more quickly, because the tire is less flexible and doesn't absorb this energy—it instead transfers it to the road. An increase also minimizes the weight change under acceleration.

GEARING



Gearing affects acceleration and speed. A higher ratio equals quicker acceleration; lower ratio equals higher top speed. The goal here is to tune your gear ratios to match your engine power and torque characteristics to the circuit on which you're racing.

Recommended Settings

FINAL DRIVE RATIO

Adjust final drive ratio to scale all gear ratios together as a group. On the large scale, you can tune your car for either better pickup or a higher top speed.

In doing so, a driver needs to consider all of the choices. A higher drive ratio means every gear will have more torque for better acceleration. This is very useful on winding tracks. But in this case, the top speed may be less because your last gear will hit the rev limiter at a slower speed. Use a higher final drive ratio on slow or medium tracks where your car never gets to top speed.

A lower drive ratio means each gear has less torque to accelerate, but is longer, to allow for higher top speeds. Use a lower drive ratio on fast tracks where your car can achieve its full potential and hit its top speed.

INDIVIDUAL GEAR RATIOS

The choice in individual gear tuning is a choice between increasing potential acceleration or increasing potential top speed.

If you want to tweak gears individually, race your track of choice with this in mind. Race teams only fine tune individual gear ratios with specific respect to the race type and track

features. Do many test laps on your track of choice and use the replay telemetry system to analyze your car's performance on the track during a strong lap. Take notes on the race and the telemetry information to correlate which gear you're in when turning the corners. Your car generally gets the most torque when it's near redline in any given gear, so this tuning technique is very car specific. Fine tune your individual gears to maximize torque through the entire track and you should be able to get a slight advantage on the rest of the racers.

GEAR RATIO CONSIDERATIONS AND CHOICES

Several other factors affect how "adjustable" your final drive ratio really is. For instance, using a higher drive ratio should result in better acceleration, right? However, if your tires or suspension are already pushed to their limit, a higher drive ratio might

cause too much torque. This leads to wheelspin and poorer acceleration. And, let's not forget about top speed. Generally a lower drive ratio yields better top speeds. But if your car doesn't have enough power or its last gear (fifth or sixth) doesn't have

enough torque, then the car can't propel itself to achieve that potential higher top speed. In such a case, a higher drive ratio may actually yield a higher top speed. That is, until you add more power to the car or change its last gear!

The point is, adjusting the final drive ratio won't always do what you want. Be aware of the other factors involved and tune them together to get the desired results. There are multiple pieces to this puzzle, and the gear ratios are just one piece.

ALIGNMENT



Alignment affects the angle at which the tires and wheels meet the road. Here's what the different adjustments in the alignment settings mean, as well as the causes and effects of each adjustment.

Recommended Settings



CAMBER

Camber refers to the angle of the wheels. Negative camber means the tops of the tires are closer together than the bottom; positive camber is the opposite. Adjust camber to maximize grip while cornering. Negative camber increases corner grip, but it reduces straight-line grip. The general rule is to increase negative camber to reduce

understeer.

Adjust camber to help the car turn into corners better on tight, winding tracks with minimal straights. On straight tracks, ensure that the camber isn't so negative that it affects straight-line stability.

CAUTION: Positive camber can make your car unstable. Camber also changes dynamically, as the suspension travels up and down. This can create problems

for drivers in highly dynamic racing environments, tight turns, corners, hills, and bumps where the camber is affected. The car may be stable at first, but then next the physics of the race change and push the camber beyond its stability threshold. This sudden instability wreaks havoc on your race performance. Try to avoid positive camber situations.



TOE

Toe refers to a different angle of the wheels. "Toe in" means the fronts of the tires are closer together than the backs; toe out means the opposite. Adjust toe to modify turn-in response and stability. Toe in increases stability

but reduces turn-in. "Toe out" increases turn-in but decreases stability. What this means is that adjusting toe so that the car wants to turn with just a slight turn of the wheel is better suited to winding tracks with tight turns. With toe out, the car

resists turning, leading to better high-speed stability.

CAUTION: Excessive toe in or out can wear tires very quickly, so watch that setting diligently.



CASTER

Caster refers to the forward angle of the suspension's geometry. Because negative camber increases as the suspension compresses and the tires move through steering lock, increased caster allows you to

run lower static negative camber. This results in a straight-up tire while driving straight (good for acceleration and braking), but a decent amount of negative camber while cornering which is the ideal situation for any suspension. In other words, more

caster means that when you turn the steering wheel, the wheels increase their camber at a greater rate, making the car turn more.

ANTI-ROLL



An anti-roll bar is a torsion bar that controls unwanted body movement, and it is the

easiest way to balance understeer versus oversteer during steady state cornering (for example, in the middle of a sweeping corner).

NOTE: Excessive anti-roll stiffness can cause inside tires to lift off the ground in heavy cornering. The balance of relative anti-roll bars between front and rear will impact the understeer/oversteer balance.

Recommended Settings

FRONT

Decrease the stiffness of your front anti-roll bar to reduce understeer. Increase front anti-roll stiffness to increase understeer.

REAR

Decrease the stiffness to reduce oversteer; increase the stiffness to increase oversteer.

SPRINGS



Springs support the weight of the vehicle and affect suspension stiffness. Stiffer

springs increase the vehicle's responsiveness and resist suspension and body movement. Softer springs absorb bumps better but reduce responsiveness and handling. Note that the balance of spring rates between front and rear will impact the understeer/oversteer balance.

TIP: Generally, stiffer springs are better for most types of races.



Springs can also be adjusted to alter the vehicle's ride height. Ride height determines the

ground clearance center of gravity height of your car. Lowering ride height lowers the center of gravity, which improves cornering, but when taken too far can cause bottoming out on rough or uneven track surfaces. Generally you want to lower your ride height as much as possible without causing bottoming out, as it can cause a sudden and often dangerous loss of control.

Recommended Settings

FRONT SPRINGS

Decrease your front spring rate to reduce understeer. Raise your front spring rate to increase understeer.

REAR SPRINGS

Raise your rear spring rate to increase oversteer; decrease your rear spring rate to reduce oversteer.

FRONT RIDE HEIGHT

Note that lowering the front of the car relative to the rear of the car is called positive rake and can increase downforce; increasing front downforce increases the car's tendency to oversteer as speed increases.

REAR RIDE HEIGHT

Increasing the rear ride height can help with weight transfer under heavy acceleration.

DAMPING



Damping controls the amount of resistance to suspension movement. Bump damping controls the rate of the compression in the suspension as it goes up into the wheel wells. Excessive bump damping makes the car skittish over rough surfaces.

Rebound damping controls the rate of extension of the suspension as it moves away from the wheel wells. This adjustment is the primary method of adjusting a vehicle's handling balance during transitions into and out of corners (by adjusting transient

roll stiffness distribution). Excessive rebound damping will not allow the car's suspension (springs) to work properly. **TIP:** Remember that any braking or acceleration input to the car affects the weight distribution of the vehicle. Acceleration shifts the weight

DAMPING Cont.



to the rear of the car, while braking shifts the weight to the front of the car. Regardless of how stiff the car's suspension is, or how

tightly tuned the rebound damping is, this transition in weight always takes a small amount of time. Remember to allow for one transition to

take effect and for the car to settle during any weight transition before adding another input (such as steering inputs or

acceleration, if the car is braking and vice-versa). Providing multiple inputs to a car in weight transition can lead to the loss of control.

Recommended Settings

FRONT BUMP DAMPING

Increase front bump damping stiffness to increase transitional understeer. Decrease front bump damping stiffness to increase transitional oversteer.

REAR BUMP DAMPING

Decrease rear bump damping stiffness to increase transitional understeer. Increase rear bump damping stiffness to increase transitional oversteer.

FRONT REBOUND DAMPING

Increase front stiffness to increase transitional understeer. Decrease stiffness to increase transitional oversteer.

REAR REBOUND DAMPING

Increase rear stiffness to increase transitional oversteer. Decrease rear stiffness to increase transitional understeer.

AERO



Improve your car's aerodynamics by adjusting your front and rear downforce.

The ability to tune the aero package depends on the aerodynamic upgrades purchased and installed on a

vehicle such as the front bumper or spoiler/wing.

DOWNFORCE

Air flowing around the car causes vertical pressure on the car. Increasing downforce causes

your car to be in better contact with the road, makes the tires heat up more quickly, and improves handling. However, excessive downforce may cause excess drag, which decreases your maximum speed, increases

tire wear, and decreases gas mileage. Tune your downforce on the spectrum of speed and cornering; improve one at the expense of the other.

Recommended Settings



FRONT DOWNFORCE

Front downforce increases the traction maintained by the front wheels. You can minimize

understeer by maximizing this downforce. Increasing front downforce helps the car turn better at medium and high speeds (when there is enough air to push the front of the car down). Too much front downforce makes the car overreact to small steering inputs. Too little front downforce causes the car to understeer in medium- and high-speed corners.

REAR DOWNFORCE

Rear downforce increases the traction of the rear wheels and thereby decreases the tendency to oversteer. Increasing rear downforce should stabilize the car in medium- and high-speed corners, though it may take away some top speed. Decreasing rear downforce yields higher top speed, but the car may feel "loose" in medium- and high-speed corners.



BRAKING

By controlling the relative distribution of hydraulic pressure between the front and rear brakes, brake balance affects which tires lock up first under heavy braking. This in turn affects braking distance and understeer/oversteer balance while braking. Optimum brake balance is affected by grip and weight transfer. As you

upgrade and tune your car for better performance, you'll likely need to adjust brake balance to maximize stopping ability. Taken too far to either extreme, brake balance can impact braking distance negatively.

The pressure adjustment to the brakes tunes the overall brake pressure for your car. Note that if you reduce this too much,

the tires won't lock up under any braking condition. If you increase it too much, the tires will lock with only slight pressure application on the pedal, which even more dangerous.

Designed initially to be used only in emergencies when the normal braking system fails, the handbrake also can be used to impart some added horizontal

rotation of the car (oversteer) while cornering by acting solely on the rear brakes to induce a highly volatile oversteer condition. Tune handbrake force to adjust the sensitivity of the hand brake system and thus the amount of added rotation imparted by its use.



Recommended Settings



BALANCE

Adjust brake balance rearward to increase rotation (oversteer) during braking at the expense of stability. Adjust brake balance forward to reduce rotation and to increase stability under braking. Increasing front brake balance can lead to excessive understeering under heavy braking.

PRESSURE

Reduce total brake pressure to increase the amount of pedal travel required to lock the tires. Increase pressure to decrease the amount of pedal travel required to lock the tires.

E-BRAKE

Increase handbrake force to increase the rotation effect; decrease handbrake force to decrease the rotation effect.



DIFFERENTIAL



A limited-slip differential controls the amount of wheel spin allowed between two drive shafts by locking the two shafts together at a set point.

The acceleration differential setting adjusts how much of a difference in wheel rotation is

required to lock the differential under acceleration.

The deceleration settings adjust how much of a difference in wheel rotation is required to lock the differential under deceleration.

NOTE: Excessive locking behavior within the differential can negatively impact handling by causing the differential to not function properly around tight corners. This can lead to the loss of control.



Recommended Settings

FRONT AND REAR ACCELERATION

Increase the acceleration setting to cause the differential to lock more quickly under acceleration. On rear differentials, use this to increase oversteer on RWD and AWD cars. This is necessary to maintain proper grip on higher-powered vehicles.

Reduce the acceleration setting to slow the differential's locking behavior on front differentials; this can reduce understeer on FWD or AWD cars.

FRONT AND REAR DECELERATION

Increase the deceleration setting to cause the differential to lock

more quickly under deceleration. On rear differentials, use this to reduce lift throttle oversteer on rear and AWD cars (lift throttle oversteer is an oversteer condition induced by heavy acceleration that causes the rear wheels to lose static friction and spin). Reduce the deceleration settings to slow the differential's

locking behavior. On rear differentials use this to increase lift throttle, creating an oversteer condition on rear and AWD cars.

POWER

The differential power adjustment is applicable only on AWD vehicles. Adjust the power transfer between front and rear

DIFFERENTIAL Recommended Settings - Cont.

differentials to ensure that both differentials are delivering maximum power to their drive wheels under hard acceleration.

During acceleration, the weight shifts to the rear of the car, taking weight from the front wheels. Therefore, the

differential power adjustment should be set to deliver more power to the rear wheels and less to the front. This avoids

wasting power when the front wheels begin to spin faster than the car can accelerate, robbing power from the rear wheels.



THE PIT



During most races, your car is likely to sustain some sort of damage. The pit is the place to fix the damage, get gas, or change tires. When you want to pit, pull into the entry lane and the Pit menu pops up. You have only a moment to decide how

much time you want to spend fixing your car.

Make your decision by adjusting the slider back and forth to set the repair time. The repair is complete when the counter hits zero. When you adjust the slider, checkmarks

appear in the boxes next to each of the needed repairs. These adjustable parameters indicate which damages can be fully repaired in the desired amount of time. Use this feature to help decide the repair priorities. In longer races, your car needs tires

and gas to keep you on the track, so balance this need with the other damage repairs. Hopefully, when you leave the pit, you can jet right out back into the lead.

CONCLUSION

Forza Motorsport offers a lot of tuning choices. This is a true racing simulator, and the key to finding the winning combination is systematic analysis and fine-tuning. Try a single

tuning change first to measure the results, then try working up to multiple tuning alterations to see how they work together. Each piece of the puzzle affects how the

combinations work together, and with a bit of scientific method you can find the right combination of upgrades and performance tuning that works for you. Turn to the next

section to get a detailed 411 on how to build and customize the car of your dreams.

CAR BUILDING AND CUSTOMIZATION

This section deals with everything from choosing your first entry-level car to upgrading strategies to explanations of how to best use the vast array of visual customization options.

INITIAL OPTIONS

Regional Selection

When beginning a racing career (or racer profile) you must select a region. The options are North America, Europe, and Asia. This choice is permanently attached to your player profile from this point on, so choose carefully. Your player is considered based in this home

region, and this affects some aspects of game play. For example, a North American-based racer will pay less for domestic cars than Asian models. An Asian-based racer will pay less for Asian parts and significantly more for parts for exotic European racers.

Car Selection



First decide on a general strategy for approaching your racing career. Use the pullout race events poster to organize your priorities and choose your general direction. Everyone starts with an entry-level car, but you have a few options available.



You may want to choose a car similar to your own and turn it into a lean mean racing machine. Or your choice may be based on

the car's drive type, motor placement, weight, or even horsepower. These options dictate which events your car is eligible to compete in. Start with an idea of what you want to do with your car.



When thinking about the performance of your potential car, keep in mind one spectrum: cars can only be tuned to maximize either speed or cornering. Increasing one *always* decreases the other. Will your car be a streamlined high-speed racer that tears up the straights, or an aggressive slalom racer that out-handles other cars by carving cleanly through corners? We discuss these options in much more detail later in this section.

Straight-Line Racers vs. Slalom Racers



For now let's focus on two general trends when building and tuning racing cars: straight-line racers vs. slalom racers.



Straight-line racers generally have solid stability at incredibly high speeds. The more a car's body or parts move during high speeds, the more chance there is for a handling error. High-speed cars should be as stiff as possible. They also tend to have the lowest possible ride height (lower center of gravity means better handling), and a final drive

gearing ratio tweaked for higher max speeds (but at the expense of acceleration). Other aspects of handling can also be altered to improve overall stability.



A slalom racer is known by other names, but all cars of this type exhibit the same characteristics: dramatically increased handling at the expense of higher top speeds. Specific tuning alterations include tweaking your final drive gearing ratio more toward acceleration than top speed.

For a visual reference, imagine tuning either of these types of racers for a specific track layout. For example, a straight-line racer would be tuned appropriately for high performance on the Nürburgring, while a highly maneuverable slalom racer would be specifically tuned for optimal performance on a tight track such as Tokyo.

OVAL TRACK CARS



A special trend in racing deserves its own mention: dedicated oval track racing cars. These vehicles require specific tuning to mitigate the effects of high speed Gs exerted primarily in only one direction. Cars racing around oval tracks at near 200

mph are constantly being pushed to the outside; as a result, their suspension and body must resist the increased and uneven force in that direction. This allows them to maximize speed and movement straight down the track.

UPGRADING ORIENTATION



Never be in a rush to get the best and most expensive upgrade for your car. Carefully consider any upgrades to get the best bang for your buck (or in this case, credits). If you jump the gun and upgrade your car too much, you can possibly limit its eligibility for entire categories of class-specific or restricted races—races that have sizable credits and item rewards (such as unbelievably rare cars). Ultimately, haste only serves to slow your level progression and overall racing skills. Increase your car's upgrades incrementally and systematically to spend your hard-earned credits efficiently. For example, buying many modified upgrade packages is commonly cheaper than buying one professional level upgrade.

Don't spend all your credits on one type of upgrade!

It is always beneficial to complete all of the races that are available to you when you start off your career. Work your way up gradually to the professional-level events. Also, performance tuning any car can get quite complicated. It takes patience, practice, and a lot of thought to tune your car for optimum performance.



Because the tuning process is so complex, using a part improperly is guaranteed to unbalance your car's performance. For example, if you spent 20,000 credits on a professional supercharger to increase your engine output by 200 HP, but didn't install any



UPGRADING ORIENTATION



other upgrades, your car won't be able to use all that power efficiently.

More than that, you now have a 400 HP car that won't stop peeling out, because you still have stock-level tires with insufficient grip for that much power. Also, your unbalanced car can't slow down in time for sharp corners—the stock brakes can't handle the added momentum, leading to excessive brake fade and subsequent failure.

You'll experience problems with

oversteer or understeer in the corners, because the engine's power exceeds the suspension's capacity. You'll face significant power loss due to body flex because you didn't install a roll cage. And the list goes on.

The key to installing upgrades on your car is to incrementally improve parts on all different aspects, allowing for a well-balanced and all around even state. Remember: upgrade your car's performance packages as evenly as possible!

WHEN TO UPGRADE AND WHEN NOT TO UPGRADE



SEVEN REASONS TO UPGRADE YOUR CAR:

1. Quicker credit gains (but potentially less total earnings).
2. Better performance.
3. Achieving better results and higher levels mean faster access to advanced race events.
4. Better results mean more advanced cars, more tracks, and more manufacturer deals.
5. Prestige; everyone enjoys showing off his or her racing machine.
6. Upgrading your car increases its worth.
7. Express your own style with visual customization.

SEVEN REASONS NOT TO UPGRADE YOUR CAR:

1. Staying in existing class and remain eligible for all current events.
2. Maximizing credit earnings by doing *all* races instead of jumping to advanced classes.
3. Saving credits for long-term use.
4. Achieving the most thorough experience by progressing slowly through the game.
5. Competing at stock levels only or class/model-specific events only.
6. Easier learning curve on stock cars with lower performance statistics. Many people jump straight to higher-performance cars that are much less forgiving and much more difficult to handle.
7. You can't afford to upgrade. (Keep practicing!)



BUILDING A STRAIGHT-LINE RACER



Here's an outline of what to look for in a straight-line racer. Consider these points when upgrading and tuning for an all-out racer.



STRAIGHT-LINE RACER UPGRADES

Upgrade Package	Minimum Recommended Level of Upgrading	Comments
Engine Tuning	Professional	Significant gains to horsepower, top speed, and acceleration.
Exhaust	Professional	Slightly more horsepower; balances other professional upgrades.
Fuel/Ignition	Professional	Slightly more horsepower; balances other professional upgrades.
Intercooler	Professional	Slightly more horsepower; balances other professional upgrades.
Turbo/Supercharger	Professional	Choose the one that yields the highest power increase or boost for your car.
Aero	N/A	Install aerodynamic parts to maximize the tenability of your aerodynamics.
Suspension	Professional	Maximizes adjustability for specific suspension-related advantages.
Brakes	Modified	Moderates response for responsive braking, but not critical on fast linear courses.
Transmission	Professional	Quicker shift times improve both acceleration and deceleration.
Clutch/Flywheel	Professional	Improves acceleration and torque capacity of the clutch.
Weight Reduction	Professional	Decreased weight means higher top speeds.
Tires	Professional	Maximizes grip, which improves acceleration, braking, and overall handling.
Differential	Modified	Improves grip slightly in adverse cornering conditions.



STRAIGHT-LINE RACER TUNING

Performance Tuning	Comments
Tires	General rule of thumb is that you get better grip with less pressure in the tires, but don't overdo it.
Gearing	Tune the final drive ratio for higher top speed.
Alignment	Caster should be left neutral or set slightly positive to increase stability.
Anti-roll	Stiffen your anti-roll bars to improve responsiveness in handling at high speeds.
Springs	Adjust ride height to lowest setting for lowest center of gravity and best handling. Stiffen springs for better handling in corners.
Damping	Adjustments should be done very specific to track surface conditions or uniformity.
Aero	Increase downforce slightly to improve handling at high speeds; too much causes drag.
Braking	Custom tuning is not critical.
Differential	Custom tuning is not critical.



SUPERCHARGER VS. TURBOCHARGER

Both devices provide an additional power boost to the engine. Essentially, that means you go much faster. However, turbochargers have a short time lag between their activation and the power boost to the engine, while superchargers provide an instantaneous power

boost. You can install only one on a car, so use the straight-line racer vs. slalom racer principle when choosing.

Although turbochargers have a time lag between activation and application, they provide more of a power boost to the engine. This

makes turbochargers the best choice for long-distance, high-speed, straight-line racers.

Superchargers provide instantaneous acceleration via their power boost but offer a lower rate of power gain than a turbocharger. The instant boost is much more

valuable on more technical, tighter racing tracks.

NOTE: If your car has the option of installing a turbocharger or supercharger, test them both to see which one gives you the best performance gains.



BUILDING A SLALOM RACER



Use the following outline to build a high-intensity cornering machine.

SLALOM RACER UPGRADES

Upgrade Package	Minimum Recommended Level of Upgrading	Comments
Engine Tuning	Professional	Significant gains to horsepower, top speed, and acceleration.
Exhaust	Professional	Slightly more horsepower; balances other professional upgrades.
Fuel/Ignition	Professional	Slightly more horsepower; balances other professional upgrades.
Intercooler	Professional	Slightly more horsepower; balances other professional upgrades.
Turbo/Supercharger	Professional	Choose the one that yields the highest power increase or boost for your car.
Aero	N/A	Install aerodynamic parts to maximize how well your aerodynamics hold up.
Suspension	Professional	Maximizes adjustability for specific suspension-related advantages.
Brakes	Professional	Maximum response for technical cornering.
Transmission	Professional	Quicker shift times improve both acceleration and deceleration.
Clutch/Flywheel	Professional	Improves acceleration and torque capacity of the clutch.
Weight Reduction	Professional	Decreased weight means faster acceleration and better handling in corners.
Tires	Professional	Maximizes grip, which improves acceleration, braking, and overall handling.
Differential	Professional	Improves acceleration by preventing excessive wheel spin.

SLALOM RACER TUNING

Performance Tuning	Comments
Tires	General rule of thumb is better grip with less pressure in the tires, but don't overdo it.
Gearing	Tune the final drive ratio for quickest acceleration.
Alignment	Increase your negative camber to increase your grip while cornering (this comes at the expense of straight-line grip).
Toe and Caster	Set a positive toe with a negative caster to increase the car's ability to turn and follow a curve. Works even better when coupled with negative or slightly negative camber.
Anti-roll	Don't stiffen the bars too much, or high cornering will cause one side of the car to lift off the road.
Springs	Adjust ride height to lowest setting for lowest center of gravity and best handling. Stiffen springs for better handling in corners.
Damping	Adjustments should be done very specific to track surface conditions or uniformity.
Aero	Benefits are speed dependant; you have to go very fast for increased front downforce to help the car carve through corners.
Braking	Slalom racers need highly tuned brakes.
Differential	Set both settings on high to allow more aggressive acceleration/deceleration.

STEP-BY-STEP CAR BUILDING AND CUSTOMIZATION

During every racing career, the inevitable happens: a stock car gradually transforms into a lean, mean racing machine. But with all of the options for customization—aerodynamic/cosmetic upgrades, paint, decals, performance enhancing, class-altering part upgrades—the path to creating a masterpiece is treacherous. The potential for producing a monster is as great as crafting a work of art.

The next few pages walks you through the process of upgrading your car—in terms of class, parts, and aesthetics. Here's how to keep at the top of your class, figure out which parts suit your needs best, and turn your ride into the hottest-looking racecar on any given track.

OPTIMIZING A CAR FOR ITS CLASS



In *Forza Motorsport*, the car classification system uses a production car's power, torque, weight, tire compound, and tire size to automatically place it in an appropriate performance class.

The dev team designed this system to give you some wiggle room to experiment with different upgrade combinations. For example, the car classification system doesn't factor in shift time, brake

strength, downforce, or ride height. This allows you to upgrade a car's suspension, transmission, clutch, body kits, brakes, and differential without the car moving into a new class where it might not be as

competitive. However, any engine upgrades, tire upgrades, or weight reduction do affect your car's classification.

Making It Work for You

Like in the real world, you can optimize your car to dominate a given car class with your driving style by experimenting with different upgrade combinations.

Let's say you're trying to optimize a 2002 Acura RSX Type-S to dominate in Class D. This car starts in Class D2, and you want to get as close to the top of D1 without crossing over into Class C. There are a lot of ways to hit the top of D1 in the 2002 Acura RSX Type-S, so you have to choose which will be your best bets. We've created a table that shows four different ways to optimize the RSX for Class D, keeping in mind that Class D cars are often underpowered. Generally speaking, the All-Power or Economic styles of upgrading are your top choices.

Acura RSX Type-S

	Power (hp)	Weight (lbs.)	Lateral G's	Upgrade Price	Class
Stock	200	2808	0.84	0	D2
All-Handling	200	2752	0.92	2800	D1
All-Power	224	2808	0.84	2800	D1
Balanced	214	2808	0.91	2400	D1
Economic Power	221	2808	0.84	1200	D1

- **All-Handling** = Modified Weight Reduction + Y-Rated Tires
- **All-Power** = Modified Engine Tuning
- **Balanced** = Y-Rated Tires + Modified Fuel and Ignition
- **Economic Power** = Modified Fuel and Ignition + Modified Intake and Exhaust

We've also done another car to illustrate how different your optimization decisions can be. In this example, we've souped up a 2002 Nissan Skyline GT-R V Spec II to the top of B1. Choosing a path for this car depends more heavily on your driving style—if you like to pass in the braking zones, optimizing for handling may be your best bet. However, if you just want to use the Skyline's AWD to out-accelerate your competition as you shoot out of turns, you may want to go the power route. The table below shows three very different ways to optimize the Skyline for Class B.

Nissan Skyline GT-R Spec-V

	Power (hp)	Weight (lbs.)	Lateral G's	Upgrade Price	Class
Stock	328	3395	0.90	0	B4
All-Handling	333	3395	1.00	7600	B1
All-Power	402	3395	0.90	7800	B1
Balanced	367	2818	0.93	8900	B1

- **All-Handling** = DOT-Spec Tires + Modified Intake and Exhaust
- **All-Power** = Modified Engine Tuning + Modified Fuel and Ignition + Professional Intercooler
- **Balanced** = Clubsport Weight Reduction + Y-Rated Tires + Modified Intake and Exhaust + Modified Fuel and Ignition + Clubsport Intercooler

Since suspension, transmission, clutch, brakes, and differential upgrades are not taken into account, buy as many of these upgrades as you can afford. The Professional Suspension upgrade is particularly important—it

allows you to tune your suspension (ride height, spring and damper rates, and sway bars) in the Tune Car Setup area of the Garage.

When choosing upgrades, you should constantly ask yourself

three questions: 1) "What's my driving style?" 2) "What class am I trying to optimize my car for?", and 3) "How much money do I have?" Because of the infinite upgrade and tuning options offered in *Forza Motorsport*,

there is no "best car" for any car performance class. Similarly, there is no "right" way to upgrade a car, either.

BUYING YOUR UPGRADES

Use the middle icon on the Buy Upgrades screen to access the Appearance and Aero options: different body kits, wheel styles, window tints, and various other purchasable options that change the physical look of your car. Not all cars have body kits (we've listed the ones that do in Appendix II: Upgrades), but those that do have parts that range from cosmetic upgrades all the way to performance-enhancing

bumpers, wings, and side skirts.

Sometimes the best part isn't necessarily the most expensive one. Very early on in the game, you have to make choices based on what you want the car to do and how big of a budget you have. With that in mind, this section focuses on upgrades that actually improve the performance of the car.



Front Bumper



Types: Cosmetic (750 cr), Downforce (1500 cr), Adjustable Downforce (2500 cr)
Uses: Cosmetic Front Bumpers change the look of your car and reduce drag (which increases

Speed). Downforce bumpers improve handling (your Brake and Corner stats), but increase drag (which reduces Speed). Adjustable Downforce bumpers can be tuned in the Tune Car Setup area of The Garage. They offer even more downforce, but at the expense of more drag.
Purchase: Ings Front Bumper (1500 cr). This gives you increased front downforce (meaning better front grip) without adding too much drag to the car.



Before and after the installation of the front bumper.

Rear Bumper



Types: Low Drag (1000 cr), Racing (1400 cr)
Uses: All Rear Bumpers redirect airflow around the car, which reduces drag and increases Speed. The Racing Rear Bumper is better, but costs more.
Purchase: C-WEST Rear Bumper (1000 cr).



Before and after the installation of the rear bumper.

Side Skirts



Types: Low Drag (600 cr)
Uses: All Side Skirts redirect airflow around the car, which reduces drag and increases Speed.
Purchase: Ings Side Skirts (600 cr).



Before and after the installation of the side skirts.

Hood



Types: Lightweight (500-1000 cr)
Uses: Each Hood upgrade is lighter than the stock Hood. Reducing the weight of the car increases its acceleration and handling characteristics.
Purchase: MUGEN Hood (800 cr). This increases your Accel, Brake, and Corner stats.



Before and after the installation of the hood.

Rear Spoiler/Wing



Types: Cosmetic (750 cr), Downforce (1500 cr), Adjustable

Downforce (2500 cr)
Uses: This works exactly like Front Bumpers, but affects downforce on the rear of the car. Used properly in conjunction with a Front Bumper, a car can be "balanced" to handle a certain way.
Purchase: MUGEN Wing (1500 cr). This increases your Brake and Corner stats, but decreases Speed.



Before and after the installation of the wing.



Roll Cage



Types: There is only one Roll Cage (2500 cr)

Uses: Allows you to slightly reduce overall weight of the car by strengthening the car's body. As with Hood upgrades, reducing the weight of the car increases its acceleration and handling characteristics.
Purchase: Roll Cage (2500 cr). This increases your Accel, Brake, and Corner stats.



Before and after the installation of the roll cage.



When compared to the original car, a car with these upgrades has seen a drop in its Speed stat drop, an increase in its Brake and Corner stats, and no change in its Accel stat. However, note that every part you add to your car increases its uniqueness, which translates directly to increases in its Rarity. In changing the way the car handles, you've also upped how much the car earns in races.

PAINTING AND DESIGNING YOUR CAR

Customize Paint



The bottom two rows of colors include pearlescent, metallic, and two-tone paints.

Tire of your manufacturer car color? Then go to the Customize Paint section of the garage to freshen up your car with a new coat of paint. Here you can choose to paint the entire car, or if you'd like, you can paint specific parts of the car. These include the hood, mirrors, or wing.

Apply Decals



Now that your car has a fresh coat of paint, customize the look by placing some vinyl shapes and decals.

You have four options to start with:

- **Copy:** Copy an already created car design from a car of the same make and model
- **Create:** Create or Edit the designs on your current car
- **Erase:** Erase all layers, starting your car from scratch
- **Save:** Save changes you have made to your designs

TIP: Use the "Copy" feature to make team cars for Xbox Live Car Clubs. By buying cars from friends, you can copy your design onto other cars, then sell them back to their original owners. This way, you all can represent your club.

Sides



Each car is separated into "sides." A car will have a left side, right side, top side, front side, back side, and sometimes a wing (depending on the car) that users can create designs on. Remember, when placing and modifying a shape, you cannot move it off of its selected side.



Layers



Each side of the car consists of 100 "layers." A single vinyl or decal represents one layer. Essentially you have 100 shapes or decals that you can place onto one side of a car. These layers are numbered 1-100. The higher numbered layers always appear over the lower numbered layers if they appear on the same place on the car. Keep this in mind when moving designs around on the car.

Creating a Layer

On any of the empty layers (they have a picture of a question mark), you can create one design that can either be a vinyl or a decal. Vinyls are shapes and pictures that can have different colors and be dramatically altered in shape. Decals (manufacturer logos or designs) are a little more limited; you can only resize them before placing them on your car.

Choosing Vinyls

When deciding on a vinyl shape, use **⏮** and **⏭** to tab through the different pages. Each page displays a variety of designs,

ranging from basic primitives to flames to even car club designs. Find a shape that you like and place it with **A**.



Gradient Box (Vinyl 16)—The bottom left corner of the first page is a gradient box. This is a shape that will blend in with the color of your car. As you resize and place this shape you will notice some really cool effects and be able to create some really unique designs. Play around with this shape, see what you can come up with.

Color Select

Once you have selected your shape, you can then choose a color for it. Don't be afraid to experiment with different colors.



Placing your Vinyl

Now you've decided on a color, you can alter and place your shape. Using **⏮** and **⏭**, select from 4 different ways to alter your design.

- **Move:** This slides the shape around on the selected side of the car.
- **Size:** This enlarges or shrinks your shape. You can also use it to reverse the direction of a shape.
- **Spin:** This rotates your shape from 0-360 degrees.
- **Tilt:** This takes the two opposite points of your shape and pulls them in either direction. Use this to skew your design.



TIP: Use the D-Pad to move any of these values one value at a time. This helps you fine tune and get the shape just the way you like it.

Each of these tabs also has numbers displaying the size and location of your shape. Use these numbers to help line up other designs. Once you have the shape where you like it, press **A** to place it there.

TIP: Use **V** to "stamp" your current design and create an exact copy that you can place again. This gives you an effective and easy way to place a shape repeatedly without having to continually recreate it.

Placing your Decal

Unlike vinyls, decals are already proportioned and colored. Different cars have different manufacturer decals available to them. Check out each car individually to see the decals you can choose from.



On the right side of the screen, you can see what the highlighted decal will look like against the car's color. This feature shows if the decal is visible enough for your liking. Try to avoid decals that are colored the same as the car.



The Layer List

Whenever you have a layer selected and are editing it, you can access the Layer List screen by pressing **X**.

Here you can quickly jump to another layer to change its color or reposition it on the car. Use **CD** and **RB** to tab to other sides of

the car, or quickly jump from one side to the next. You can also quickly cut and paste designs either on the same side of the car or to other sides. This is a fast way to jump from one layer to the next.



If you want to remove a layer quickly, try cutting it from this screen. (A "cut and paste" without the pasting.)

Layer Options

You can press **Y** at any time on the layer select screen and bring up the Layer Options popup. Here you can choose one of the following functions:

- **Copy:** This allows you to make a copy of the selected layer. This copy appears in a clipboard in the top right corner of the screen.
- **Cut:** This cuts the design out of the selected layer. Like copy, it appears in a clipboard in the top right corner of the screen.
- **Delete:** This erases the highlighted design.
- **Delete All Layers:** This erases all layers for this side of the car.
- **Insert:** Once a layer has been cut or copied, you can then insert it in between two layers. The insert will occur *before* the current highlighted layer.
- **Paste:** Once a layer has been cut or copied, you can choose to paste it on any empty layer OR over any existing layer. **NOTE:** Pasting over will remove the previous design.
- **Paste All from Right/Left Side:** This allows you to copy all the placed layers from the one side of the car to the opposite side, saving you some work. **NOTE:** This is enabled



only for the right and left sides of the car.

TIP: If you want to make a design appear behind another design already created, do a "Cut" then an "Insert" of the design onto an earlier layer. This is helpful when organizing designs.

With a little time and practice you can easily turn your ordinary car into an avid racecar driver's dream. Express yourself however you like: Want a car with rainbows and butterflies? Go right ahead. Want a car to look like a sponsored, fearless racing machine? Have at it—the only limit is your imagination.

Before



After



TRACKS

All of the tracks you race throughout *Forza Motorsport* fall into one of four categories: circuit tracks, point-to-point tracks, autocross tracks, and special tracks. We've listed these race types according to the amount of game play spent on them: you'll spend the most time on circuit tracks, and the least on special tracks. In fact, special tracks are rarely—if ever—raced on; they're primarily used for performance tuning.

The  symbol next to a track's name signifies an actual, real-world location.

ALPINE RING

This high-elevation track is set way up in the Austrian Alps, but don't let the breathtaking views distract you from the racing line. Alpine Ring has a straightforward rhythm to it, with some very quick straights located between a few tight technical turns.



Track Analysis

TURN 1: Increasing Radius

This is a textbook increasing-radius turn to hone your slow in-fast out skills. A classic early-apex approach serves you well here and gets you out of the exit with a higher speed than other lines.

TURN 2: Constant Radius

Keep your speed up as you enter this turn but brake lightly just before cutting across the apex.

TURN 3: Sweeper

Reduce speed for this tricky uphill sweeper. The forces exerted on the car can easily cause an oversteer condition and result in a slide.

TURN 4: Constant Radius

This constant-radius turn can be treated like a kink. Approach

from the outside of the turn entry and cut across the apex to straighten out on the exit.

TURN 5: Hairpin

Apply hard braking on the entry to this corner. From there the choice is yours. Turn 5 could almost be classified as an increasing-radius turn as well. Experiment with the suggested lines for both hairpin and increasing-radius turns to find the fastest line.

TURN 6: Constant Radius

Reduce your speed with light braking near the apex. Approach the turn entry as wide to the outside as possible, and your through time should be very quick.

URNS 7 AND 8: Chicane

While not a classical chicane, this section may be better described as a double (right-left) kink. Approach Turn 7 from the outside; apply moderate brakes to set up the line straight through the middle of both turns. A proper setup leads to a perfect outside line approach to Turn 9.

TURN 9: Constant Radius

This turn is quite similar to Turn 6. As long as the prior corner entry put you on an outside line, you should be able to maintain high speeds through this corner.

URNS 10 AND 11: Double Apex

These two corners make up a double-apex turn with slightly wider than usual dimensions.

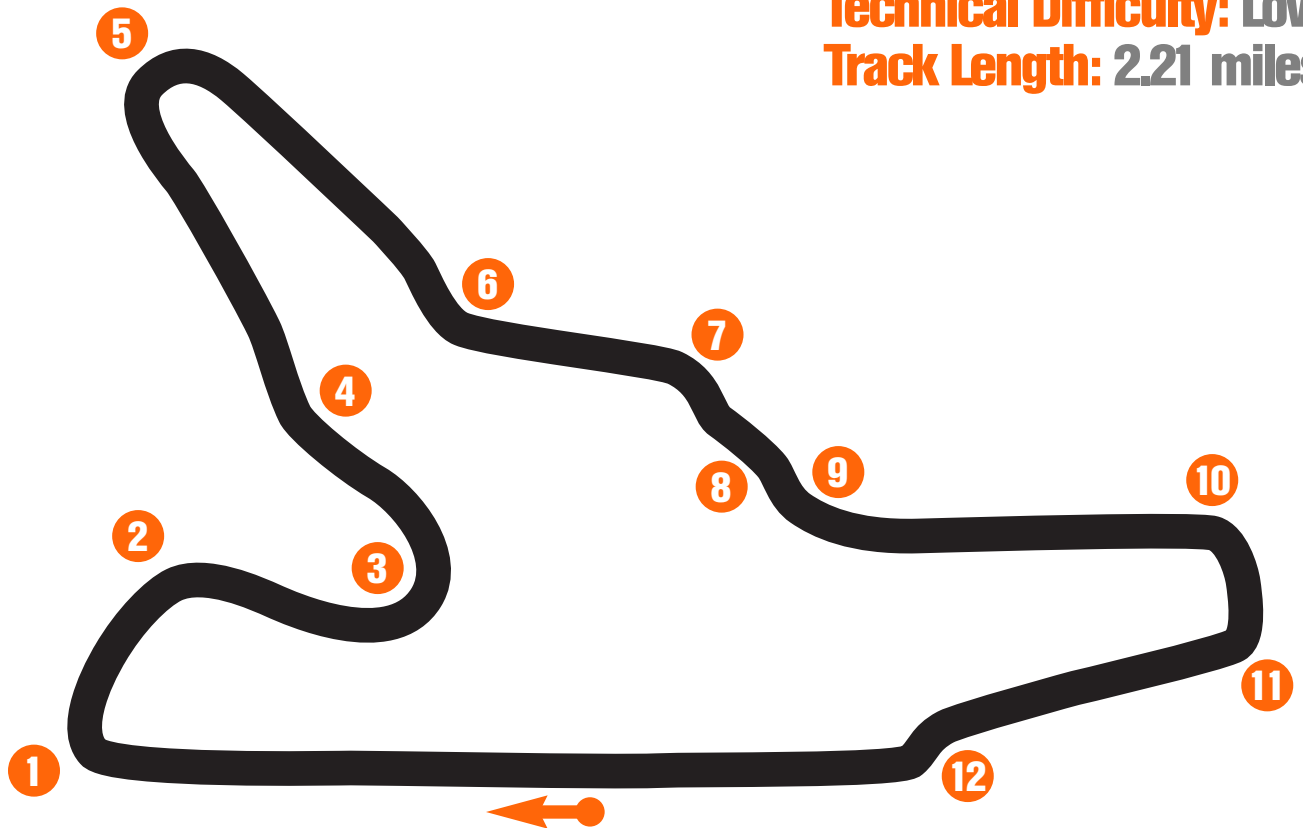
Nevertheless, this is a great spot to practice the optional lines for double-apex turns. A late-apex line works quite well here to maximize your exit speed.

TURN 12: Kink

You should be hitting high gears by the time you reach Turn 12. This kink is a critical point on the track for both maxing out your speed and use as a strategic passing point. If you're not in an endurance event where a time penalty means certain death, track as closely to the inside of the kink as possible. You can even cross the berm slightly without penalty to style, speed, or performance.

TRACKS - CIRCUIT

Technical Difficulty: Low
Track Length: 2.21 miles



Critical Point <<

Turn 12 is something between a kink and a chicane. Either way, it's one of the best places to pass on the inside while blasting straight across the inside berm to cut the angle off the corner.



BLUE MOUNTAINS RACEWAY

Blue Mountain is a diverse track set in the rolling hills. Consequently it possesses a high degree of elevation change. This can be a dangerous quality when hill crests fall at or near the apex of various corners. Add elevation challenges with tight-radius turns and you have a recipe for quite a difficult track.

Track Analysis

TURN 1: Constant Radius

This is a slightly angled constant-radius turn. It can be deceptive, so apply moderate braking before the entry to avoid an understeer condition. Outside-to-outside lines work well here.

TURN 2: Constant Radius

Near the end of the straightaway, gear down and get your RPM up to increase torque and traction as you round up the corner. Hit the throttle again only after the crest, or the momentum may force an understeer condition that will take you right into the adjacent tire wall. Also, watch the inside of the corner for a slightly higher crest.

TURN 3: Increasing Radius

Brake early and follow the textbook line through the turn. This turn has a slight uphill gradient to it; gear down and hug the inside of the corner. When approaching the exit, apply full throttle and rip out of the turn.

TURN 4: Decreasing Radius

Set yourself up for a late apex on this turn and be cautious about preventing an understeer condition on the way through as the corner tightens up. The track seems more narrow here with the barricades right off the roadway.

TURN 5: Sweeper

You can take this wide uphill

sweeper at fairly high speed.

Decrease your speed lightly upon entry and potentially again near the exit where the track geometry tightens up slightly.

TURN 6: Increasing Radius

Slow down when nearing the turn entry and set up for an early apex. Gently throttle up as you exit the turn.

TURN 7: Constant Radius

Watch the crest on this constant-radius turn as it can easily throw you off your line at high speeds. Reduce your speed while approaching the entry and try to come from the outside to avoid sharp steering corrections once past the apex.

TURN 8: Constant Radius

This second constant-radius turn in the series is fairly mild. Light braking may be required, but the arc of the corner is quite shallow. If your line is good you can just navigate through.

TURN 9: Constant Radius

This constant-radius turn is quite dangerous if approached without due caution. The track begins heading downhill from the crest of this turn and any miscalculation in speed or racing line can send you into the far wall.

TURN 10: Constant Radius

This turn is quite mild, however coupled with the downhill grade,

it can be slightly tricky. If your line from Turn 9 was not properly executed, you may end up in the rough on the right side of the track, desperately trying to recover. Decrease your speed on the approach to the turn entry as you come out of Turn 9.

TURN 11: Constant Radius

A berm spans the inside of this constant-radius turn. The downhill grade continues here, so be careful not to push your car too much as the added momentum may take you off the track.

TURN 12: Constant Radius

This turn is very mild. If you are carrying through on a good line from Turn 11 you can keep your speed at moderate levels all the way through.

TURN 13: Constant Radius

Although this turn is a constant radius, treat it more like a hairpin hybrid. As you come down the hill, brake hard and enter from the outside. On the way through the apex, hug the inside of the turn. Once nearing the turn exit, straighten out as quickly as possible and hit the gas.

TURN 14: Constant Radius

This is another constant-radius turn that exhibits more characteristics of a hairpin. Treat it accordingly: maintain a wide approach to the corner and hug the inside of the turn all the way

around. Light braking may be required before entry, since the downhill gradient adds momentum to your car.

TURN 15: Increasing Radius

Check your speed before entering the tight front entry point to this increasing-radius turn. The corner opens up once you pass the apex, so hit the gas and take off down the following straightaway. In the worst-case scenario, you can slide off a smooth wall on the outside of the corner if you lose control coming through the turn.

TURN 16: Kink

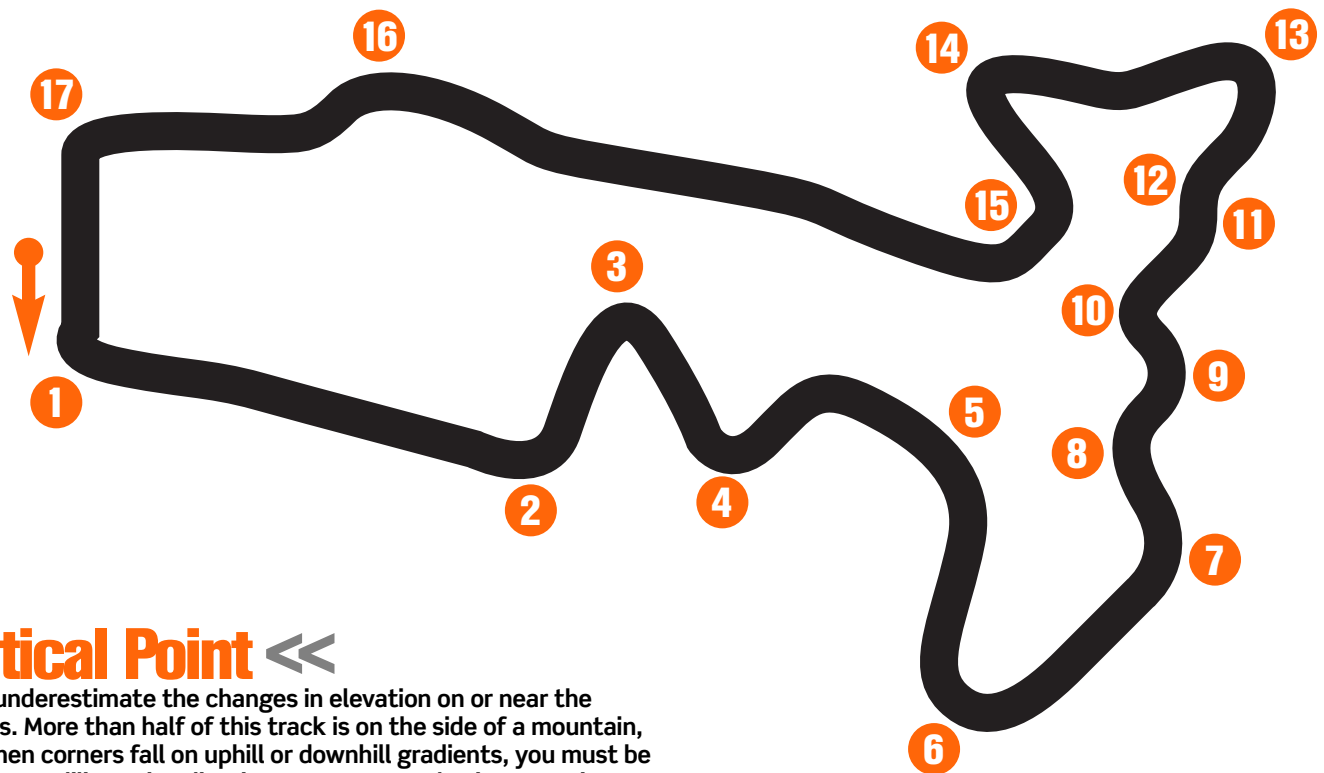
This kink can be extremely tricky. Even an approach from the wide outside of the entry may not be enough to stay on the track on the other side. Reducing your speed here is critical to staying on course.

TURN 17: Constant Radius

Nearly a right angle, this turn is a critical point where many crashes and understeering nightmares occur. The severity of this corner is deceiving from a distance. Slow to a crawl to get through it from outside to outside.

TRACKS - CIRCUIT

Technical Difficulty: High
Track Length: 3.10 miles



Critical Point <<

Don't underestimate the changes in elevation on or near the corners. More than half of this track is on the side of a mountain, and when corners fall on uphill or downhill gradients, you must be much more diligent in adjusting your entry and exit strategies. Also, you may need to make slight modifications to your racing line to account for any increase or decrease in momentum from going uphill or downhill.



BLUE MOUNTAINS RACEWAY II

The reverse version of Blue Mountain is as equally challenging as the first; however, some slight differences must be identified and discussed.



Track Analysis

TURN 1: Constant Radius

This is often the turn that wins or loses the race in a dead heat to the finish. Brake early, and set up your best outside-to-outside line to rip through the turn and get the checkered flag. An understeer condition here is devastating: the outside of the turn is lined with a hard tire wall.

TURN 2: Constant Radius

Again, an outside-to-outside approach is recommended for this turn. A tire wall is lined up along the outside, so keep your speed down to appropriate levels.

TURN 3: Kink

This corner is slightly hidden by a dip in the track. Watch for the berm on the inside of the turn and hug all the way through the corner to the following long straightaway over the rolling hills.

TURN 4: Decreasing Radius

Brake hard before entering this turn to check your speed sufficiently after the long fast straightaway. The uphill sloping incline sweeps to the left and is slightly banked. With a gradual approach from the outside you should be able to transfer to the

inside near the apex and hug it all the way through to the exit.

TURN 5: Constant Radius

This hairpin hybrid turn sweeps uphill to the right and requires low to moderate speeds. Accelerate hard as you get past the apex and blast out of the turn.

TURN 6: Constant Radius

This is the other constant radius to be treated like a hairpin. Approach cautiously while braking as required. Turn 6 is slightly sharper than the two previous corners; don't fall into an understeer condition or the opposing tire wall makes quick work of you.

TURN 7-10: Constant Radius Series

The key to performing well through this series is the timing and rhythm of alternating your acceleration and deceleration. Try reducing your speed by 10 mph when passing through a turn apex and increasing your speed by the same when transitioning between different turns. On moderately tuned cars you may be able to pull off this series at between 60-70 mph,

but this is largely determined by your car's performance ratings.

TURN 11: Constant Radius

You can accelerate gradually all the way through this corner if you're not too aggressive. Watch for the tire wall on the outside of the turn; use this as a reminder to check your speed before hitting the apex.

TURN 12: Constant Radius

As this constant-radius turn curves around the rocky outcropping, tap your brakes before passing the apex. Remember that the inside of the corner has a slightly higher crest and a loss of traction here diminishes any sort of lead, as the corner is just prior to a short straightaway where exit speed is crucial.

TURN 13: Decreasing Radius

This sweeping downward turn is compounded in difficulty by its decreasing radius. The track here narrows slightly as well; use a conservative line through this section.

TURN 14: Sweeper

You can take this sweeper at moderately high speeds;

however, be cautious of gaining too much momentum as you head down the hill. If you hug the inside of the turn all the way around, you set up nicely for the entry to Turn 15.

TURN 15: Increasing Radius

Use an outside-to-outside line on this slightly banked turn. Stay conservative to avoid mistakes, as it's only a few more turns to the home stretch.

TURN 16: Decreasing Radius

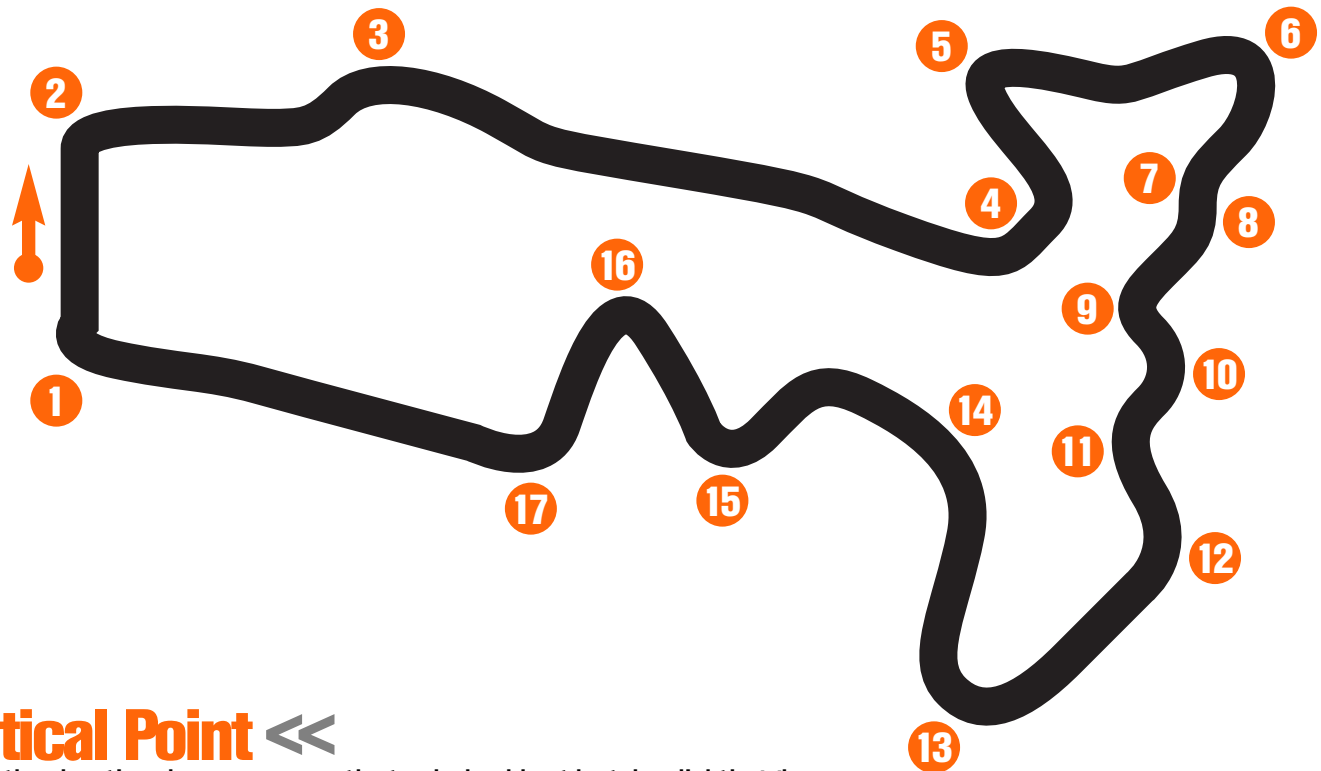
The suggested line (onscreen) through this corner is not the optimal route. Follow the far outside of the turn entry and transition to hug the inside as you near the apex. Follow the inside, all the way out of the turn, to set yourself up on the outside of Turn 17.

TURN 17: Constant Radius

From the outside of the turn entry you can easily transition to the outside of this downward-sloping, right-hand corner. Accelerate as soon as possible to rip into the following straight stretch.

TRACKS - CIRCUIT

Technical Difficulty: High
Track Length: 3.10 miles



Critical Point <<

Again, the elevation changes seen on the track should not be taken lightly. When speeds are nearing 200 mph, any slight kink or high crest can throw you far off your game.



LAGUNA SECA

This world-famous raceway in Monterey, California, is the setting for many white-knuckled races each year. It has features such as "The Corkscrew" and "The Andretti Hairpin," so prepare yourself for some intense racing action through the high-speed straights and moderate elevation changes. Some of the turns on the track are dead flat, thereby increasing the demand for course familiarity and turn anticipation.



Track Analysis

TURN 1: Constant Radius

The track is fairly wide at this point, but you may need to brake lightly to check your speed as you approach the turn entry. The apex is near a crest, so don't enter the turn too aggressively or you may lose traction once you pass the apex.

TURN 2: The Andretti Hairpin

This famous hairpin turn has a sandtrap lining the outside; an understeering problem here can be devastating to recover from. Treat it as a textbook hairpin: outside to outside and hug the apex all the way around at low speeds.

TURN 3: Increasing Radius

As you cut in from the outside of the entry, apply moderate braking for an early apex line that lets you straighten out sooner. Maximize your exit speed. Watch for oversteer at the exit, which could lead you into the tire wall.

TURN 4: Constant Radius

Watch for the tire wall on the outside of this turn. Use the berm to navigate quickly around this corner but don't cut it too close or the inside tire wall may grab you.

TURN 5: Increasing Radius

Brake hard for the entry to Turn 5 and apply full throttle immediately after passing the apex. This turn is slightly banked, so use a safe outside-to-outside line to work your way through.

TURN 6: Constant Radius

Light braking may be required to check your speed, but maintain even speed throughout the turn to make the smoothest exit. Visibility is limited, so previous experience and familiarity with the line is especially valuable.

TURN 7: Rahal Straight

Rahal Straight encourages high

speed, but back off the throttle when you near the kink at the end of it. Watch for the crest of the hump and follow the suggested line. It's critical to execute this subtle turn properly or the entrance to "The Corkscrew" becomes difficult and dangerous.

TURN 8: The Corkscrew

This infamous turn has its own exclusive viewing platform. Everything can go wrong for you if this corner isn't treated with the utmost respect: the downhill angle extremely limits your visibility. Brake hard before entering "The Corkscrew" or you will understeer and go off down adjacent dirt bank. When nearing the exit on the downhill grade, apply full throttle and kick it out of there!

TURN 9: Rainey Curve

Rainey Curve is something of a

sweeper/constant-radius combination. A relatively high-speed, outside-to-outside line works well here.

TURN 10: Constant Radius

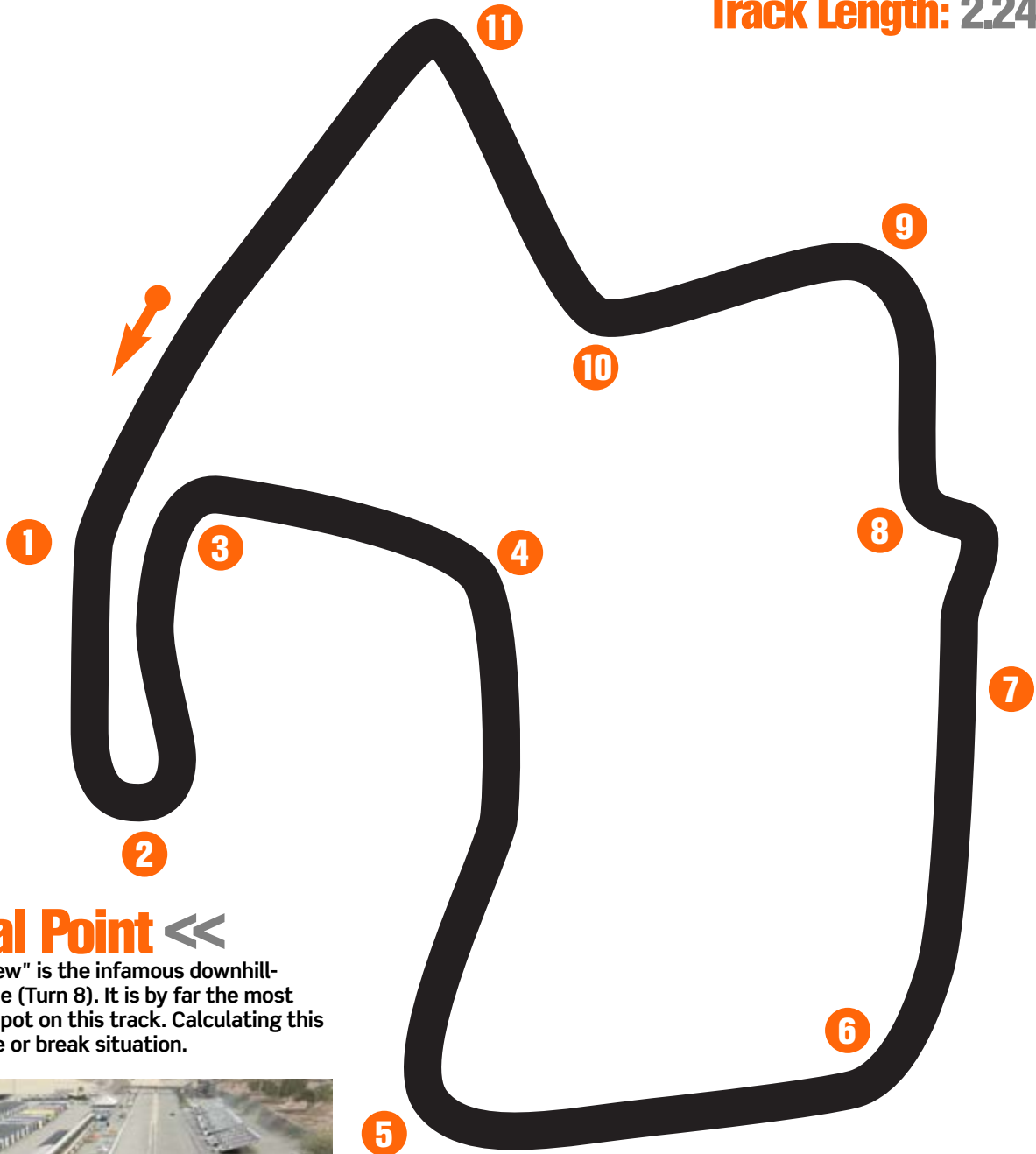
Move to the outside for entry to this slightly banked, constant-radius turn. Light braking may be required prior to entry while setting up your line.

TURN 11: Constant Radius

This angled constant radius is quite sharp; consequently, heavy braking is often necessary in setting up for a low-speed, outside-to-outside line. As soon as you pass the apex, gun it down the final straight. Watch the traffic at the apex though; if it's congested here, sometimes you get cut off and forced into the tire wall.

TRACKS - CIRCUIT

Technical Difficulty: Medium-High
Track Length: 2.24 miles



Critical Point <<

"The Corkscrew" is the infamous downhill-sloped chicane (Turn 8). It is by far the most problematic spot on this track. Calculating this turn is a make or break situation.



MAPLE VALLEY RACEWAY

The full version of Maple Valley Raceway is much more of a high-speed challenge than its shorter counterpart. Don't let the serene environment of rolling aspen and maple temperate parklands cool your jets too much. Composed of fast sweeping corners and long, high-speed arcs with few straights, this track will push your racing abilities and performance limits to maximum.



Track Analysis

TURN 1: Sweeper

Refer to Turn 1 in the Maple Valley Raceway II track analysis for this turn description.

TURN 2: Constant Radius

Refer to Turn 2 in the Maple Valley Raceway II track analysis for this turn description.

TURN 3: Kink

Refer to Turn 3 in the Maple Valley Raceway II track analysis for this turn description.

TURN 4: Kink

You can take this slight turn at full throttle. Visibility on the approach to this turn is somewhat limited due to the small hump just before the turn entry.

TURN 5: Constant Radius

You need keen intuition or lots of practice to brake at the right time on this high-speed approach to Turn 5. Brake hard

on the entry, then power through the rest of the turn. Exit on the inside to set up for Turn 6.

TURN 6: Sweeper

Brake moderately before the turn entry and go into the turn from the far outside. Accelerate after you're past the apex and take a late-apex line, following the inside of this slightly banked uphill turn. Get your speed up as much as you can before exiting the turn to take advantage of the following high-speed section.

TURN 7: Constant Radius

Take this mild turn at fairly high speeds while still accelerating toward the incline sweeper at Turn 8. Hug the berms across the apex and watch for the hump in the middle of the corner where traction may be reduced or lost. Drive fast but don't be overly aggressive.

TURN 8: Sweeper

This sweeper is anything but textbook. Given the turn's slight uphill gradient and hump near the apex, you must be a bit cautious. This turn can be taken at high speed, but only if you practice and thus lessen the chance of losing control.

TURN 9: Constant Radius

Turn 9 is the beginning of a fast series of corners that sometimes limit visibility with their alignment. There is a slight change in downhill elevation as you move down the hill toward Turn 10, but you should be able to straightline through most of the following turn apexes starting from this corner.

TURN 10: Constant Radius

Again, vision may be limited in this series, so there is really no substitute for practice on these corners. Treat the series from

Turn 9 to 11 to as much of a straight shot as you can manage. Hug the inside of this turn on the exit to set up for the fastest line through Turn 11.

TURN 11: Constant Radius

This last turn in the series is more angular than the two previous corners. As this turn is set on a moderate decline, try not to build up too much momentum, since it can cause a slide onto the grass outside the track.

TURN 12: Constant Radius

This last turn sets the pace for the finish line straightaway. Rip right across this apex from outside to outside; get your tires up on the inside berm to significantly reduce the angle and keep your speed maximized for the turn exit.

TRACKS - CIRCUIT

Technical Difficulty: High
Track Length: 2.98 miles



Critical Point <<

You must deal with the difficult transition out of Turn 3, but there's a general strategy for this longer raceway: fluidity on the controls is essential on this track, and you can maintain high speeds if you practice timing and rhythm through the various turn series.



MAPLE VALLEY RACEWAY II

This shorter version of the Maple Valley Raceway is a relatively straightforward and open track with few trackside barriers. It effectively introduces the critical art of setting up on the right line for a corner.



Track Analysis

TURN 1: Sweeper

You can take this textbook sweeper at high speeds; speed checking is necessary only for cars with low cornering ratings. The important thing about this corner is to keep your speed maintained through the entry and maximize it as you approach the exit. At the turn exit, transition to the inside if you're not already there; this sets you up for the entry to Turn 2.

TURN 2: Constant Radius

Keep your speed up as you enter this turn, but brake lightly if necessary just before cutting across the inside near the apex. An outside-to-outside line works best here.

TURN 3: Kink

Don't let the simple appearance of this turn catch you off guard. Approach from an angle that's as wide to the outside as possible, and when you transition, try to cut the apex off the corner by putting two wheels barely off the

inside of the track. Miscalculations here are disastrous on the quick approach to Turn 4.

TURN 4: Constant Radius

Enter the turn from the outside and transition to the inside for a late apex. Hug the inside past the apex to the turn exit and set up perfectly for the entry to Turn 5.

TURN 5: Constant Radius

This turn is more like a kink due to the shallow arc and your slight change in trajectory. An outside-to-outside line is quick and easy

to complete, but a late apex may serve you better. Staying tight along the inside of the exit puts you in better position for the outside approach to Turn 6.

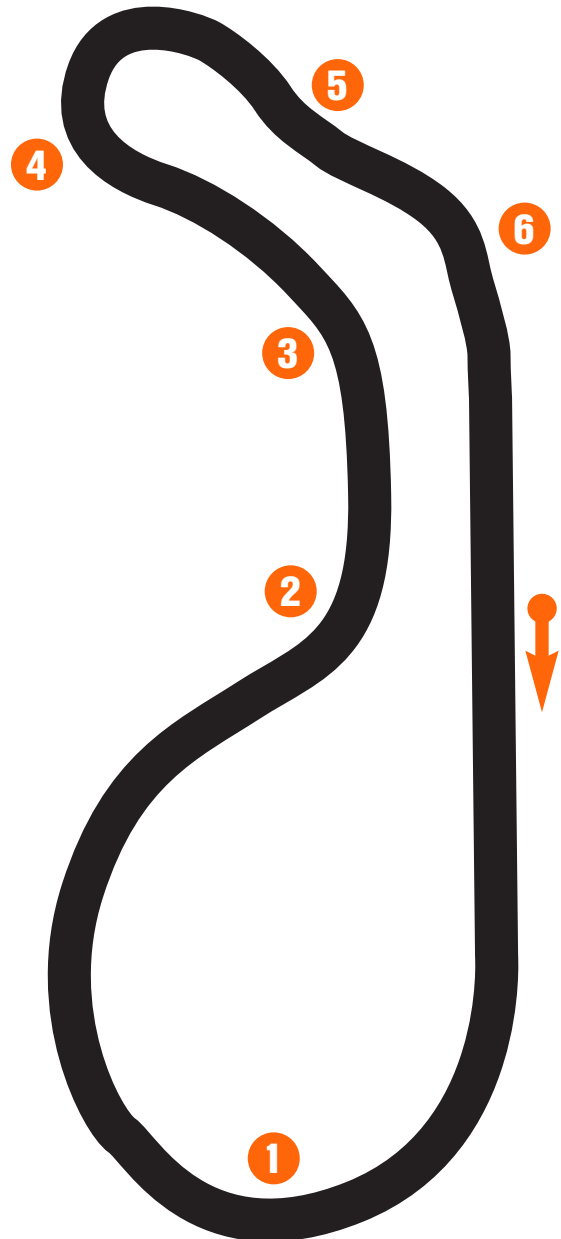
TURN 6: Kink

This final kink before the finish straightaway must be entered as wide to the outside as possible. High speed execution is feasible if you aggressively cut across the inside of the turn. Put your right tires up and over the inside edge of the track to cut down the angle on this final corner.

Technical Difficulty: Low
Track Length: 1.15 miles

Critical Point <<

The transition from Turn 3 to 4 is notoriously challenging. The setup here is very important to approach Turn 4 on the proper line. Enter Turn 3 on the outside and try to anticipate the apex in order to turn slightly before you actually cross it.



NEW YORK

On the advanced version of the New York racing circuit, the corners get more plentiful and more technical. The direction is reversed from the short version of the track, so everything here is new. Conservative braking is still required on this track, as there are many more long straights to max out your RPM.



Track Analysis

TURN 1: Constant Radius

This first of many turns starts wide and narrows at the exit. Given that a high-speed straightaway proceeds this turn, brake heavily for a clean execution through it.

TURN 2: Right Angle

Turn 2 is walled in like the rest; however, the exit is slightly wider, allowing for more room to move as you power out of the turn.

URNS 3 AND 4: Right Angles

These two hard turns comprise what almost amounts to a chicane, if it wasn't for the increased distance between the two. Both right angles are difficult, so reduce your speed accordingly.

TURN 5: Constant Radius

Exercise caution on the approach

to this turn as the uneven track surface may cause a loss of traction. The exit is slightly narrow as well, so keep your racing line conservative to avoid hitting the outside wall.

TURN 6: Increasing Radius

Your speed should be reduced from the entry to Turn 5, but continue to keep speed low for this transition through Turn 6. It's tight and narrow here, with very little room for mistakes.

TURN 7: Right Angle

This right-angle turn is fairly straightforward. It's walled in but seems wider than the others, allowing for a more traditional outside-to-outside line.

TURN 8: Right Angle

Here's another textbook right-angle turn. Reduce your speed

well in advance of the turn entry. Again, exit to the outside and blast off down the following straight.

TURN 9: Right Angle

There is a prominent hump on the track on the approach to Turn 9. If your speed is too high, your tires can actually leave the ground, and a loss of traction here can be devastating.

TURN 10: Increasing Radius

This wider turn makes for a great transition to the following straightaway. Use a simple outside-to-outside line through this flat track section.

TURN 11: Right Angle

Your speed is usually high as you come into this turn; get on your brakes hard and long before the entry point. This section is wide

and flat, so focus on your line and technical braking. This is also a great spot to pass on the inside.

TURN 12: Decreasing Radius

This short turn can trip you up, as it's the critical entry point to the hairpin turn. Conservative speed works best here, allowing for a gradual acceleration out of the hairpin toward the next turn. Hug the inside past the apex to get the best line into Turn 13.

TURN 13: Increasing Radius

With already reduced speeds, Turn 13 shouldn't be too much of a challenge. Make the smooth transition past the apex, then immediately get on the gas for the longest straightaway on the track and the last blast before the finish line.

Technical Difficulty: High
Track Length: 3.90 miles

Critical Point <<

One specific part of this track is commonly quite problematic. The turn series of 5 and 6 is deceptive; take this series at low speeds to avoid hitting the far wall on the exit of Turn 6.



NEW YORK II

On this shorter version of the New York racing circuit, you encounter some very tight cornering situations. The track is entirely walled in with long straights, several right angles, and a few more technical turns. Conservative braking is highly recommended.



Track Analysis

TURN 1: Decreasing Radius

You must properly set up this tricky turn to execute the best line through the following hairpin. Approach the corner entry from the outside while braking heavily. Avoid trail braking here to keep you out of an understeer situation. Once your speed is reduced, proceed with care through the exit and around the hairpin at low speeds.

TURN 2: Increasing Radius

Exit the hairpin from the inside and approach wide on the entry to this increasing-radius turn.

Keep your eye on the corner of the retaining wall ahead so you don't cut this apex off too short. A late-apex line works well here to set you up for the following straight.

TURN 3: Right Angle

Watch the numbers above the track on the left to get your cue for braking. Highly upgraded cars can still reach high speeds on the short straight approaching this turn entry, and moderate braking is required. You can cut this corner with style if you anticipate the line across the small plaza.

Practice an aggressive racing line that straightens you out as soon as possible to maximize your exit speed. You should be able to rip out of this corner quite quickly, as you head down the huge straightaway toward Turn 4.

TURN 4: Decreasing Radius

This is a very tight corner. Heavy braking is required due to the excessively high speeds along the preceding straightaway. Between this turn and Turn 5, you can approach them with the same strategy as a hairpin or double apex if desired, due to the

short interval between the two. In either case, don't try to hug the inside; instead stay wide around the outside at the apex so you can straighten out sooner.

TURN 5: Right Angle

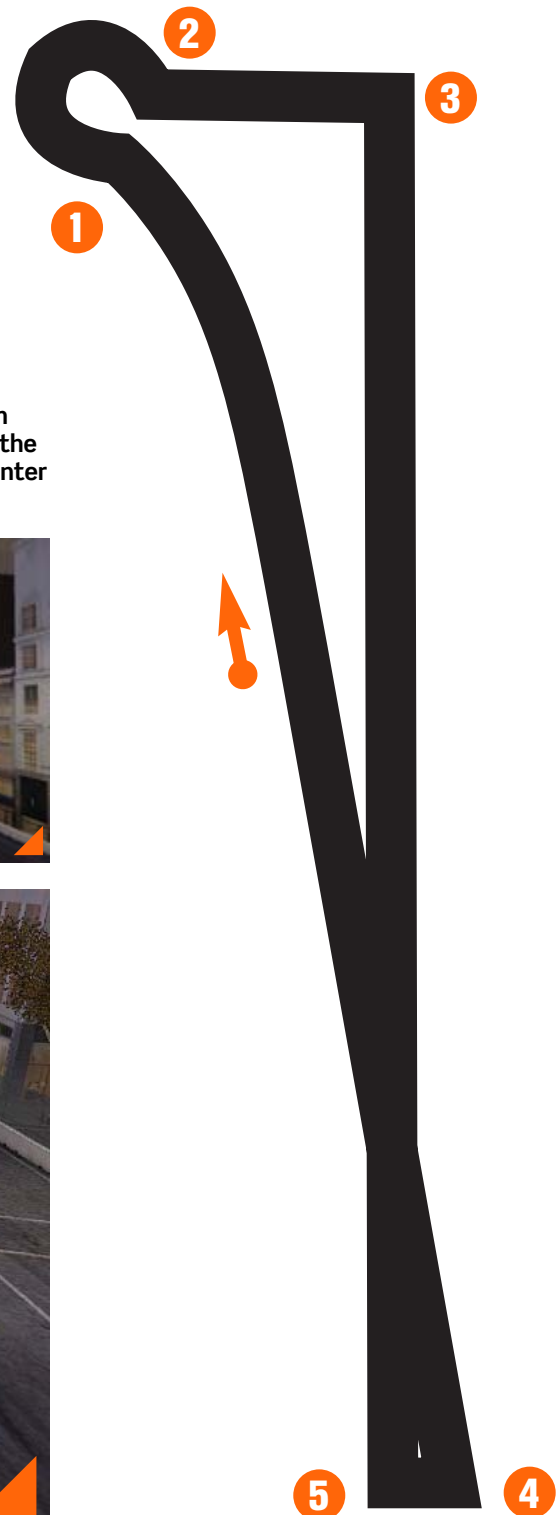
The second half of the Turns 4 and 5 series is the easier of the two. Now that your speed is reduced you should be able to handle this turn with relative ease. Again, use a late apex line to quickly straighten out and power down the next straightaway toward the finish.

TRACKS - CIRCUIT

Technical Difficulty: Moderate
Track Length: 1.80 miles

Critical Point <<

Turn 1 is the most challenging corner on the track. This decreasing-radius turn forces you into a trail-braking situation, so check your speed before rounding the following hairpin corner. Understeer can be a significant problem here if you enter this turn at the excessive speeds encouraged by the preceding straightaway.



NÜRBURGRING

The Nürburgring is one of the most challenging and dangerous tracks in the world. One reason for this is that there are few protections for racers once they leave the pavement. Following the right line is crucial on this track.

This 13.04 mile course winds and weaves through the hills of Western Germany; in the center of the track is the town of Nürburg and the castle overlooking the countryside. Don't let the serene nature of the landscape fool you, though. This track is unforgiving at best and disastrous at worst.

Track Analysis

TURN 1: Constant Radius

This constant-radius turn follows a descent in the terrain. Watch your speed on entering the corner because it's easy to end up in the wall after blowing through the apex. Aim for the apex and apply throttle only when you're past. This is the first of many constant-radius turns in this track.



track after the first apex; just follow it around and stay on the same apex line while keeping an eye open for the second apex. The key here is to use the entire width of pavement from the first apex to the other side (the far left of the track), then back to the second apex (on the right of the track). If you do this properly, you should be able to maintain a constant throttle throughout the turn, without having to slow prior to entry. At the end of this double-apex, the exit should set you up for a full throttle exit to some graceful straights and meandering turns.



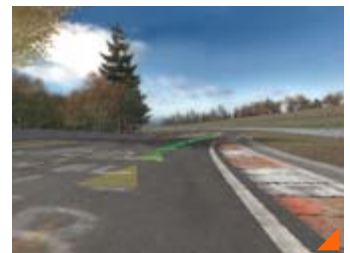
TURN 2: Double Apex

Although at first glance it appears to be a sweeper followed by an increasing-radius turn, in actuality this is a double-apex turn. Don't be fooled by the



TURN 3: Decreasing Radius

Referred to as "Aremberg," this turn is a deceiving decreasing-radius turn. Don't let the apparent "wideness" of the track catch you off guard. Enter the turn from the very outside of the track, move to the apex, then use the entire outside pavement on your exit. By smoothing this corner out, you're sure to maintain a high speed through the exit and downhill to another set of meandering straights.



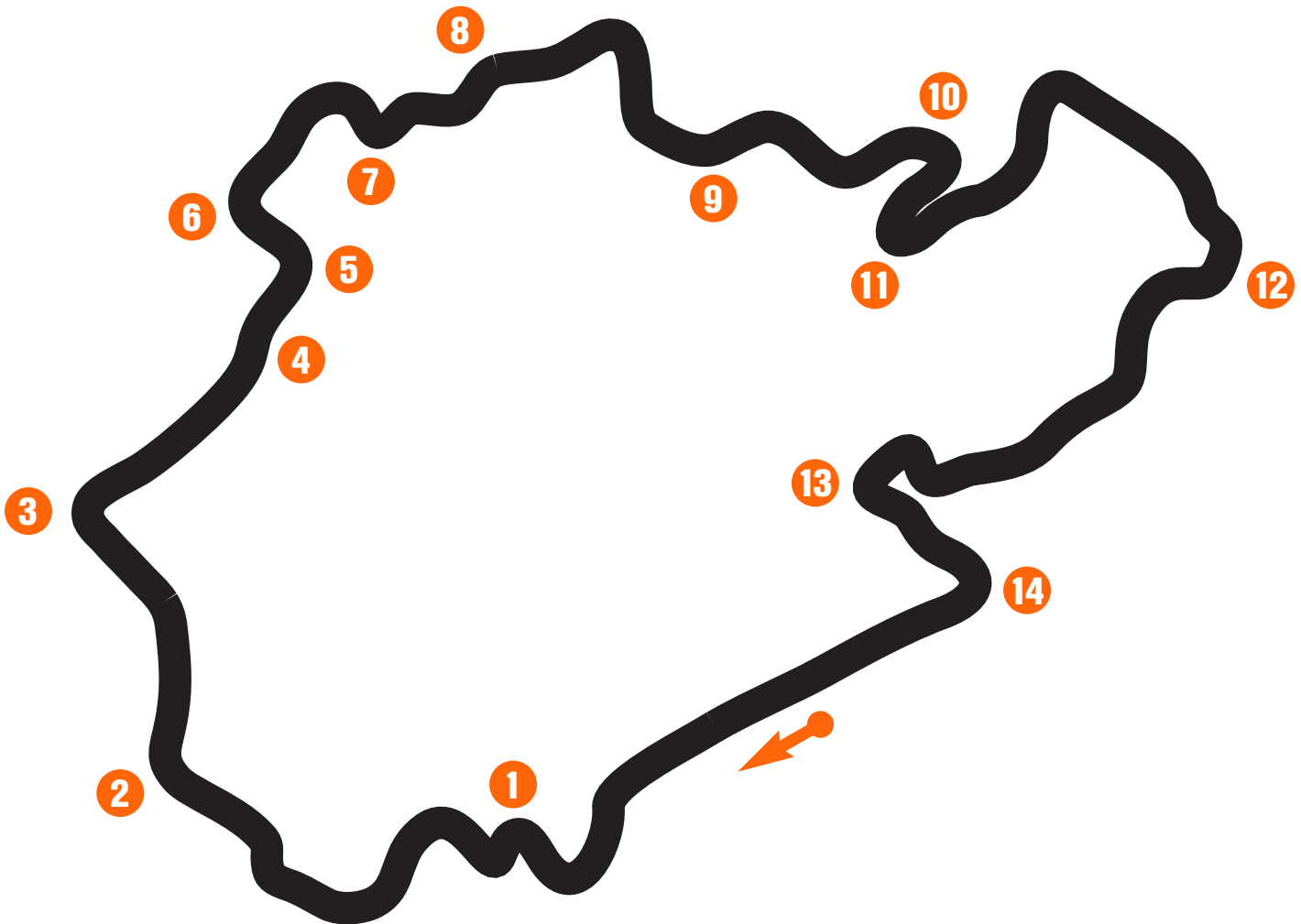
TURN 4: Two Constant Radius Turns in a Series

Although it doesn't look like it on the map, there are two tight constant-radius turns where Turn 4 is marked on the map. They form the infamous "S" turn of the Nürburgring. A slow, smooth approach is required because the turns are not banked. The car may be a bit off-camber coming up to this section because the approach to the turn is up a hill. When you reach the top of the hill, the turns await.



TRACKS - CIRCUIT

Technical Difficulty: High
Track Length: 13.04 miles



Note <<

The folks at the Nürburgring let ordinary people drive on the Nürburgring in normal cars for a small fee on non-race days. This is called Nordschleife or "free drive." This is one of the most challenging race tracks that is actually open to the public for driving without requiring special training (although it is recommended).

TIP <<

Smooth inputs to the controls of a vehicle are just as important here as they are in real-life. When playing *Forza Motorsport*, push the left analog controller to its most forward position and hold it there. Then gently "roll" the analog stick across the top of its range while keeping it pressed forward—this allows you to make small, even corrections to your vehicle's path. We prefer this method over leaving the control stick centered and then pushing hard left or hard right. Harsh inputs unbalance the car, waste energy, and make the vehicle harder to control.

NÜRBURGRING – CONTINUED



TURN 5: Kink

This high speed kink sets up the approach for the next turn. Drive to the very right side of the track before swinging left around the kink at the apex. This exit sets you up perfectly for the next turn.



TURN 6: Constant Radius

Enter this downhill right turn from the track's far left, and just barely touch the apex through the turn, swinging wide back to the left side of the track as you exit.



TURN 7: Constant Radius

A few technical turns and twists lead up to Turn 7, but the real trick is navigating through a tight but constant-radius turn at the bottom of a slight downhill run. Watch your speed on entry; because it's a tight turn, it's easy to end up in the wall.



TURN 8: Increasing Radius

This turn immediately follows a highway crossing and spectator stands. There are a few technical twists to the road, but Turn 8 is an increasing-radius turn on a right-hand uphill grade. Give it some gentle gas, as you'll need the power to accelerate uphill through the exit, but not too much because the off-camber nature of the right turn can leave you on the railing.



TURN 9: Kink

This is really just a kink in an otherwise high speed run that goes along some uphill straights and meandering turns. Make sure upon exiting this kink that you're set up in a straight line for the next turn, and can apply hard braking before entering it.



TURN 10: Hairpin

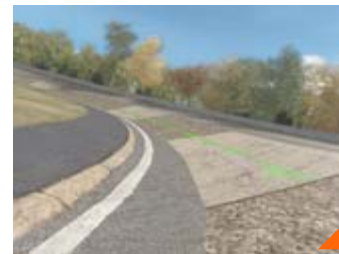
This is the first of two tight hairpins in a close series. The entry requires heavy braking and a late-apex approach. Then swing wide to the left of the track to set up the exit for the approach to Turn 11.



TURN 11: Hairpin

This banked hairpin requires a smooth and controlled entry into a banked turn. Once you're in the banked turn, don't accelerate or decelerate—maintain your speed

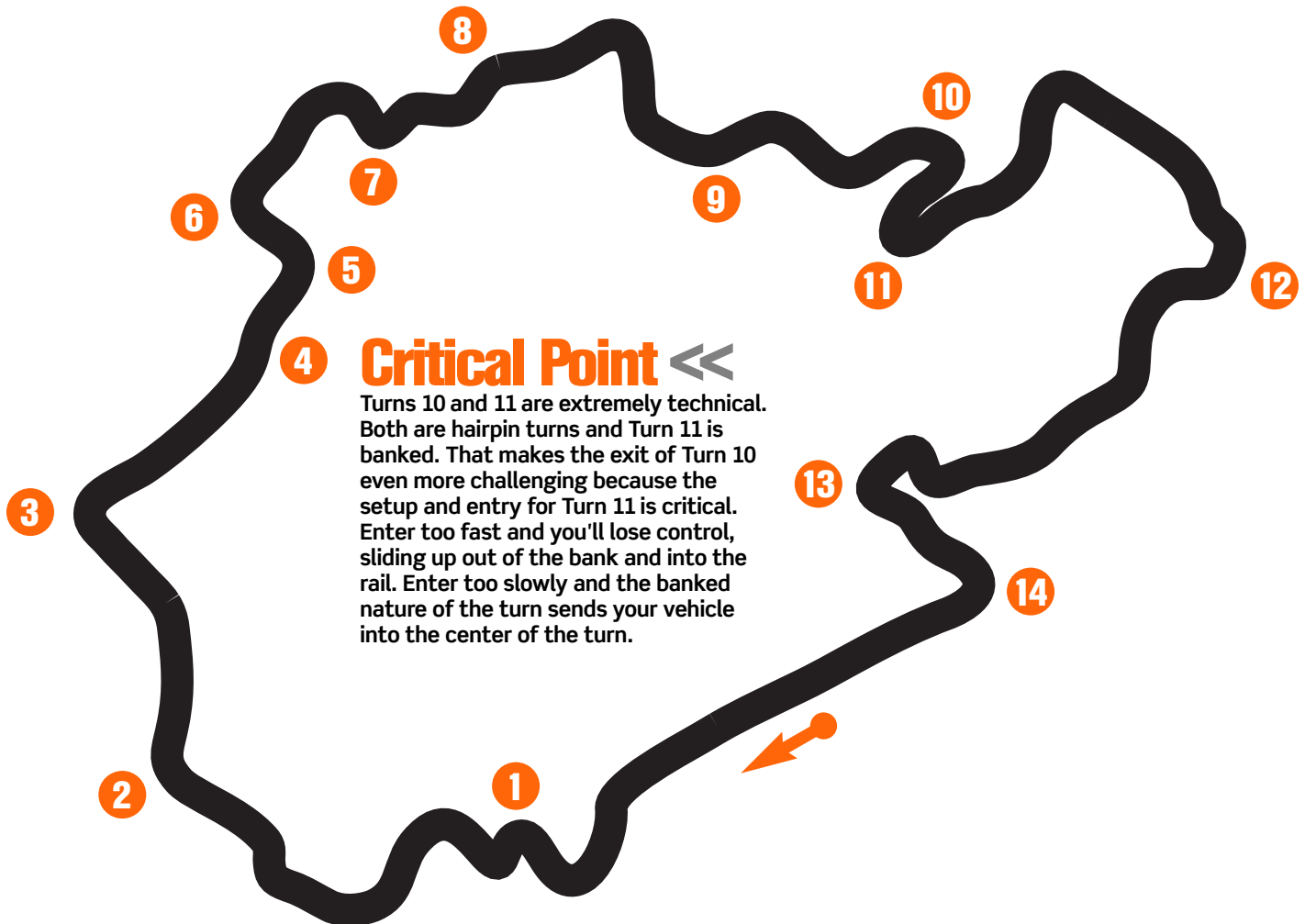
and wait to apply full throttle as you exit.



TURN 12: Constant Radius

Turn 12 is a constant-radius turn that veers off to the right while gradually going uphill. Watch the exit and prepare for a quick transition to the right side of the track for a wide approach to the next turn entry.





TURN 13: Increasing Radius

This tight, increasing-radius turn catches even the most experienced drivers at a disadvantage. A cautious entry is necessary to exit this in one piece.



TURN 14: Sweeper

This is the final turn before a long straightaway and because it is a sweeper, you can reach full speed upon exit—use the entire track to exit the turn on the left side, then head full throttle into the straightaway.



RIO DE JANEIRO

The Rio circuit is set in the urban core of the Brazilian coast. This track is a city loop with fully enclosed barriers along both walls. There are numerous high-speed straights with many challenging technical turns. You must be highly skilled, specifically with cornering, to be successful on this track.



Track Analysis

TURN 1: Right Angle

This flat, narrow first turn sets the stage for the rest of the course. Get used to the closed-in feel of the turns as you exit onto a beachfront straight.

TURN 2: Kink

Cut across the apex on this moderately angled kink. Braking is optional and largely dependant on your car's statistics.

TURN 3: Kink

This mild kink is more of a slight change in direction than anything else. Exit the turn on the outside to set up for the following turn.

TURN 4: Chicane

You can take this narrow turn at relatively high speeds, but watch the oncoming wall on the entry to avoid a nasty head-on collision.

URNS 5-7: Right Angles

These acute-angle turns challenge the best drivers. Slow to a crawl and work through these right angles with textbook outside-to-outside lines; be very careful to stay off the outside walls on the exits.

TURN 8: Constant Radius

This relatively wider constant-radius turn requires moderate braking following the preceding fast straight. The textbook outside-to-outside line works very well here.

TURN 9: Decreasing Radius

Although the geometry of this turn is forgiving, high speeds make the exit more challenging. Exit Turn 9 on the inside to set up the best racing line for Turn 10. This reduces (or even eliminates) any costly cross-track transitions

between the two corners.

TURN 10: Decreasing Radius

Slow down while nearing the entry to this turn. You should be on the outside for the best start. Line yourself up for a late-apex turn and blast out of the short uphill straight that immediately follows.

TURN 11: Kink

Turn 11 is a downward sloping mild kink that you can take at moderately high speeds. The apex is at the bottom of the grade change, so watch for a bit of compression here. Stay on the outside to set up for Turn 12.

TURN 12: Constant Radius

The key to this constant-radius turn is anticipation. It's quite sharp and narrow, again with walls on both sides. Brake well in

advance to ensure your best line.

TURN 13: Kink

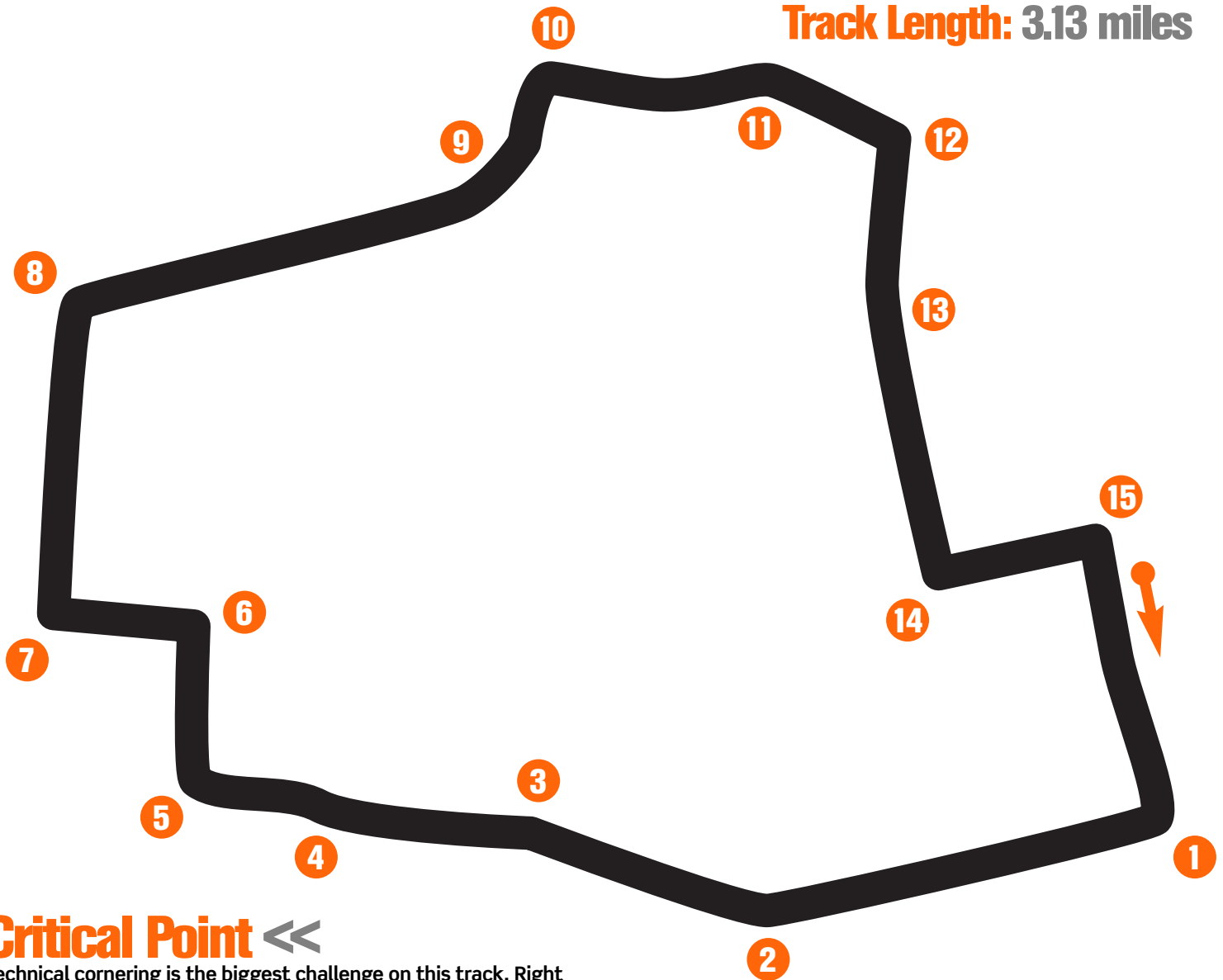
Turn 13 is a very gentle kink that you can take at full speed. This stretch is inside the tunnel; stick to the inside through the tunnel and exit on the outside to set up for Turn 14.

URNS 14 AND 15: Right Angles

Slow down well in advance of these corners. The tight, walled-in track sections here provide a few last challenges before the home straight. Conservative outside-to-outside lines work best here.

TRACKS - CIRCUIT

Technical Difficulty: High
Track Length: 3.13 miles



Critical Point <<

Technical cornering is the biggest challenge on this track. Right angle turns are common and test your skills thoroughly. There is no room for mistakes, what with walls on both sides of the track. Take a conservative approach when attacking most of these challenging corners.



ROAD AMERICA

The mellow-looking meadows setting the scene for the Road America track may have you feeling calm and relaxed, but at 200 mph it's another story. This track is a high-speed wonder with more rhythm sections than Technical Difficultys. The moderate change in elevation found here may be enough to cause some visibility issues; always keep your eyes focused far off down the track to keep yourself aware of what's ahead.



Track Analysis

TURN 1: Constant Radius

There is a mild bank to this constant-radius turn, but you should be able to maintain moderately high speeds. Be cautious of the opposing tire wall.

TURN 2: Kink

Very little adjustment is required to fix your line on this slight kink. Use this wider section to set up for Turn 3 from as far on the outside as you can get.

TURN 3: Constant Radius

This turn is slightly sharper than Turn 1, so make your line a bit more conservative and don't cut too close to the apex. Or, severely reduce your speed when powering through the turn, before you try to straighten out after the apex.

TURN 3A: Kink

This kink is so slight that crashing on it probably means you should be driving a go cart instead of a racing car. It's likely you won't really notice it go by, so feel free to adjust your racing line as you see fit on the approach to Turn 4.

TURN 4: Kink

Now this kink may look very

subtle and nonthreatening, but if you don't anticipate the right line here and adjust for the correct exit on the approach to Turn 5, you'll shoot right off the track and into the gravel. Exit on the inside of Turn 4 to get wide on the outside approach to the Turn 5 entry point.

URNS 5: Decreasing Radius

The entrance to this corner is vital. Set up from the outside and hit the brakes hard before entry. Turn 4 throws a wrench into the ideal racing line here if you're not careful. For proper execution of this turn, reduce your speed greatly.

TURN 6: Decreasing Radius

Note the hump on the track just prior to the entry: the actual turn begins at the crest of the hump. Brake hard to avoid losing traction here and missing the corner entirely.

TURN 7: Constant Radius

Use the berm while cutting across the inside of this moderately high-speed turn. The outside-to-outside line is easy to execute here.

TURN 8: Constant Radius

The short, tight turn is sharp enough to cause concern after getting your speed up on the preceding straight. Also watch for a slight bank and a tire wall. Reduce speed and treat this turn with caution.

URNS 9 AND 10: Sweeper

These two turns comprise what adds up to a nice high-speed sweeper. Light braking may be required as you enter, but accelerate hard out of the turn. Watch for the exit at Turn 10; it can cause understeer conditions in cars with lesser handling statistics.

TURN 11: Constant Radius

Brakes are optional on this mild turn if your car's acceleration still ranks low. For an easy outside-to-outside racing line, cut across the inside berm on your way through.

TURN 11A AND 11B: Kinks

You can take these two kinks at high speeds, but watch for a narrowing of the track as you get closer to the Turn 12 entry.

TURN 12: Increasing Radius

Enter this turn on the outside and

reduce speed significantly; the tire wall on the outside isn't very forgiving.

TURN 13: Constant Radius

Turn 13 is exceptionally mild; hug the inside all the way though to ensure a wide approach to the entry of 13A.

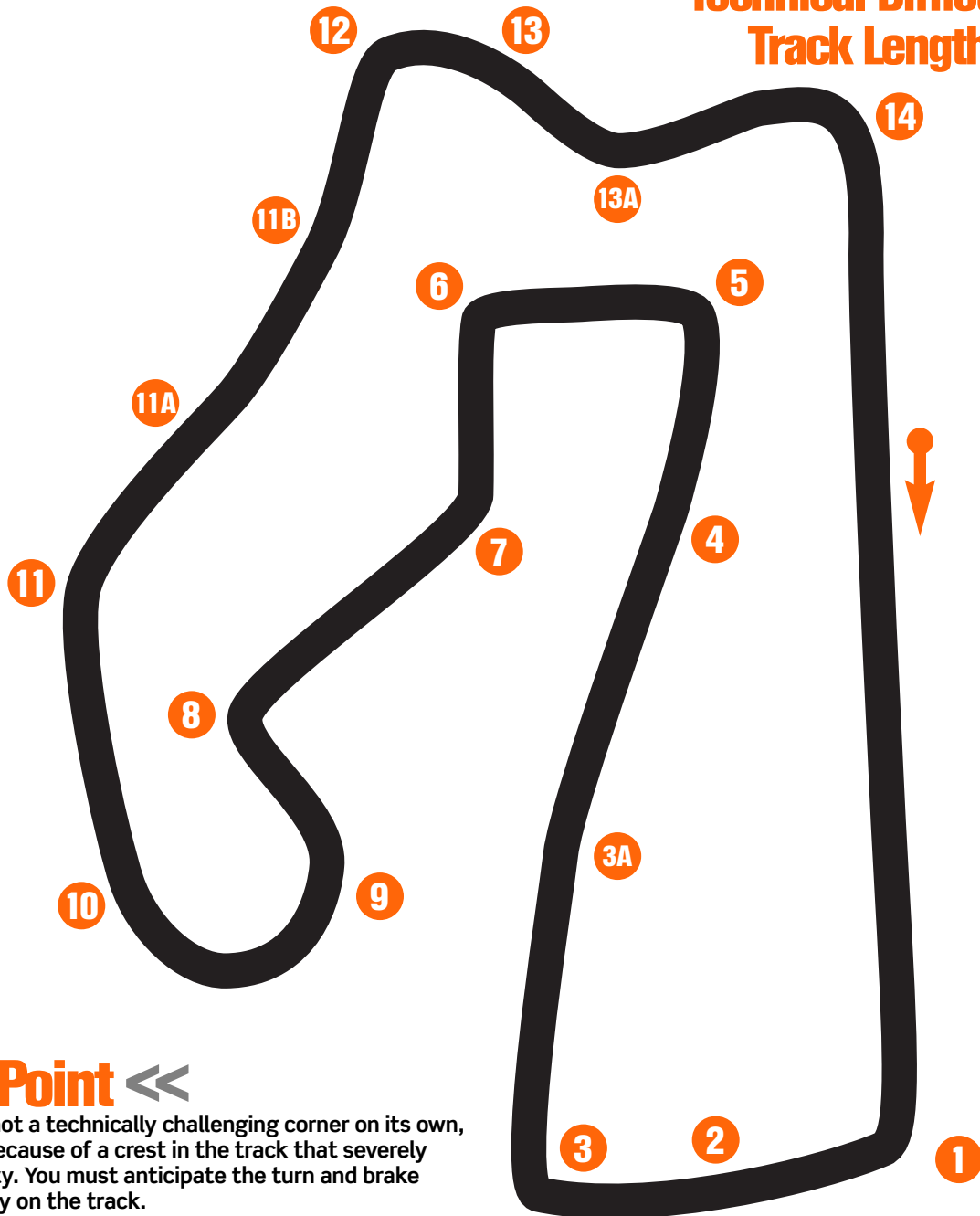
TURN 13A: Constant Radius

This constant-radius turn can be taken at fairly high speed if your car's handling is good. The line takes you on the inside of the turn past the apex, which sets up nicely for an outside approach to Turn 14.

TURN 14: Decreasing Radius

Watch for the slight hump in the track near the apex on this turn, as well as the opposing tire wall. Decrease your speed before the turn entry to reduce the chance of understeer. Get around the apex and straighten out as soon as possible to maximize your exit speed and take full advantage of the long finish line straightaway.

Technical Difficulty: High
Track Length: 4 miles



Critical Point <<

Turn 6, although not a technically challenging corner on its own, is more difficult because of a crest in the track that severely limits your visibility. You must anticipate the turn and brake accordingly to stay on the track.



ROAD ATLANTA

This high-speed, wide-open raceway is a great blend of long fast straights and a series of quick short turns. Expect high visibility all around with the exception of the rolling gradients stretching from Turns 2 through 5. This track shares many components with the smaller Road Atlanta II Track; refer to that map for descriptions of shared turns.



Track Analysis

TURN 1: Constant Radius

Refer to Road Atlanta II, Turn 1 for this turn description.

TURN 2: Constant Radius

Refer to Road Atlanta II, Turn 2 for this turn description.

TURN 3: Constant Radius

Refer to Road Atlanta II, Turn 3 for this turn description.

TURN 4: Constant Radius

Refer to Road Atlanta II, Turn 4 for this turn description.

TURN 5: Double Chicane

This is a tricky series. The

entrance and exit to these two corners are sharper than the inside turns. Decrease your speed on the entry and straightline it as much as possible through the middle of the two chicanes. However, pay close attention to the exit: if your line is off, the tire wall will stop you dead in your tracks.

TURN 6: Constant Radius

Brake early for this turn as the preceding straightaway promotes excessively high speeds. An outside-to-outside line works well here.

TURN 7: Decreasing Radius

Brake heavily before this turn and use the berm while cutting across the inside of the apex. Start accelerating as soon as you pass the apex to maximize your exit speed for the following straightaway.

TURN 8: Kink

Some racers may not even notice this very mild turn. A slight change in elevation here prevents some visibility down the track; take note of this and be ready to evaluate the situation ahead as soon as visibility improves.

TURN 9: Kink

Refer to Road Atlanta II, Turn 6 for this turn description.

TURN 10: Decreasing Radius

Refer to Road Atlanta II, Turn 7 for this turn description.

TURN 11: Kink

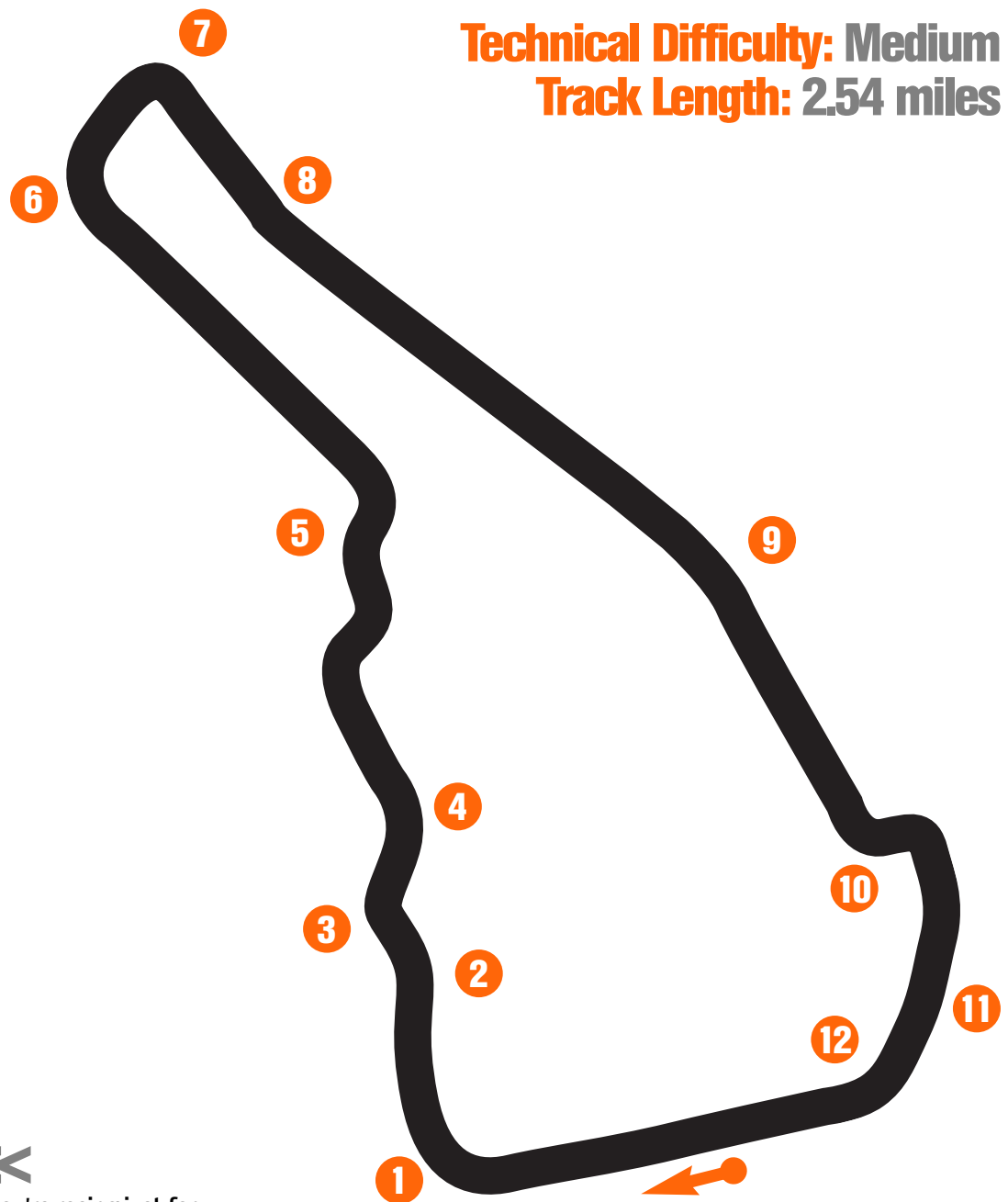
Refer to Road Atlanta II, Turn 8 for this turn description.

TURN 12: Decreasing Radius

Refer to Road Atlanta II, Turn 9 for this turn description.

TRACKS - CIRCUIT

Technical Difficulty: Medium
Track Length: 2.54 miles



Critical Point <<

If time is not of the essence and you're racing just for placement, take advantage of the several shortcuts this track has to offer. The most beneficial is straight off the apex of Turn 10, leading up across the field toward Turn 11.



ROAD ATLANTA II

This relatively short raceway is moderately open, peppered with several "shortcuts" around the track. Expect high visibility all around with the exception of the rolling gradients stretching from Turns 2 to 5.



Track Analysis

TURN 1: Constant Radius

This long flat turn is bordered by a tire wall on the outside of a large open sandy area. Stay on track by reducing speed accordingly and using a strict outside-to-outside racing line.

TURN 2: Constant Radius

You can execute this mild arc at moderately high speed. It may help to cut straight across the apex if your car allows such handling. Prepare for the approach to the next turn by exiting on the outside; this puts you right in line for the apex of Turn 3.

TURN 3: Constant Radius

Start braking for this turn entry as soon as you exit Turn 2. This

turn geometry is sharper than the previous corners. Use the berm on the inside if you need a bit of extra turning power.

TURN 4: Constant Radius

This mild arc is longer than those found previously in this series. Hug the inside on the berm and gently accelerate out of the turn.

TURN 5: Double Chicane

This is a tricky series. The entrance is sharper than the inside turns. Decrease your speed on the entry and straightline it as much as possible through the middle of the two turns. The exit sweeps uphill into an increasing-radius turn where you can really lay on the gas.

TURN 6: Kink

This kink is a bit more of a pain than the previous one. You may need to brake lightly when approaching the turn entry. Pay close attention to the crest of the hill here—it obscures the approach to Turn 7 until the turn exit.

TURN 7: Decreasing Radius

This is by far the track's most challenging turn. Its geometry is similar to a right-angle turn. Slow your speed to a crawl to corner it effectively. Alternately, you can blast across the open field toward Turn 8 for a small penalty and save yourself the trouble of navigating this difficult turn.

TURN 8: Kink

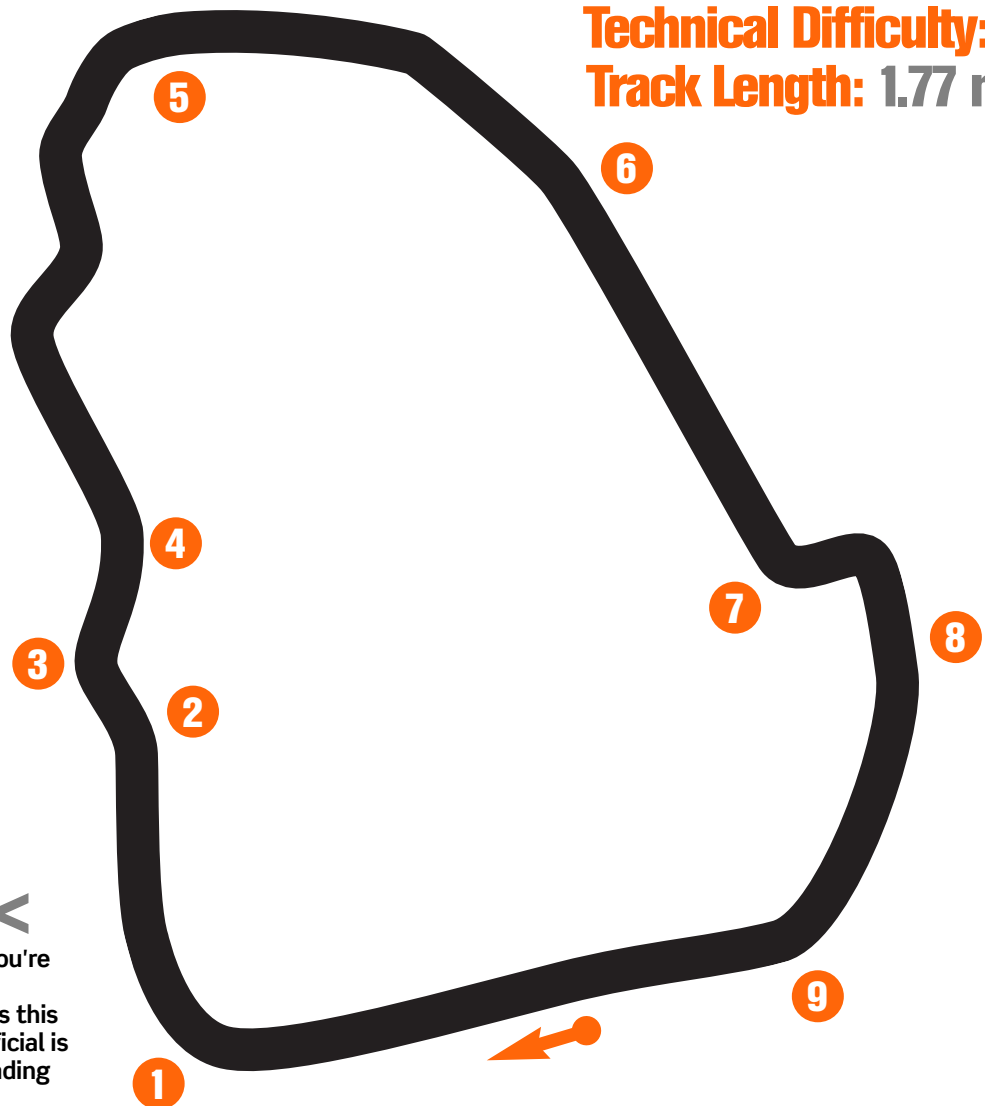
This kink falls right on a hill crest,

topped by a pedestrian walkway. The view on the other side of the crest is completely obscured, so decrease your speed and stay on the inside as much as possible. This helps to avoid loss of traction and understeer while coming over the crest to the downhill section beyond.

TURN 9: Decreasing Radius

This is likely the mildest decreasing-radius turn in the entire game. A conservative line is still suggested, though just take it faster than you normally would on a turn of this type. Once past the apex, gun right down the finishing stretch.

Technical Difficulty: Low
Track Length: 1.77 miles



Critical Point <<

If time is not of the essence and you're racing just for placement, take advantage of the several shortcuts this track has to offer. The most beneficial is straight off the apex of Turn 7, leading up across the field toward Turn 8.



SILVERSTONE

As opposed to the shorter Silverstone circuit, this track has a higher degree of complexity: more difficult rhythm sections composed of numerous turns, and long straights punctuated with technical or right-angle corners.



Track Analysis

TURN 1: Constant Radius

Refer to Silverstone Short Circuit, Turn 1 for this turn description.

TURN 2: Kink

Refer to Silverstone Short Circuit, Turn 2 for this turn description.

TURN 3: Constant Radius

Refer to Silverstone Short Circuit, Turn 3 for this turn description.

TURN 4: Constant Radius

Turn 4 is a short and shallow constant-radius corner that requires moderate braking when approaching the entry point, as it's slightly sharper than the preceding turns that promote slightly higher speeds.

TURN 5: Constant Radius

This very shallow radius arc may require braking depending on your exit speed from Turn 4. Exit on the inside so you're suitably set up for a wide approach to Turn 6.

TURN 6: Constant Radius

Depending on your handling, you may be able to maintain moderate speeds though this constant-radius turn, even despite its arc being more severe than those found in previous turns.

TURN 7: Constant Radius

Braking is optional on this gentle constant-radius turn. It is possible to treat this corner more like a kink and aggressively accelerate through it and down the following straightaway.

TURN 8: Constant Radius

Early braking for Turn 8 is imperative as the preceding straight encourages top speeds. Use a conservative late apex here to exit the turn on the inside and set up perfectly for Turn 9.

TURN 9: Kink

Turn 9 is a very slight kink that barely classifies as a corner. Your trajectory change is negligible, so use this section as an opportunity to transition to the outside for a wide approach to Turn 10.

TURN 10: Decreasing Radius

Start applying the brakes early for Turn 10; this decreasing-radius corner has a very sharp apex. Use a late-apex line to exit the turn on the inside, which allows for a quick, short transition to the entry of Turn 11.

TURN 11: Increasing Radius

Most of your deceleration from Turn 10 carries over into the

corner so braking isn't necessary. However, an early-apex line suits this turn well and puts you on a good approach to Turn 12.

TURN 12: Constant Radius

This tight and fast constant-radius turn needs a good line from Turns 10 and 11 to get a quick and clean break from the exit. Exit to the outside if you prefer, as there is a lot of room to transition to the opposing side as you make your approach to Turn 13.

TURN 13: Right Angle

In Turn 13, ignore the suggested line on the track and use a late-apex line instead; exit to the inside. This eliminates any required transition to the outside of the Turn 14 entry.

TURN 14: Constant Radius

This short and low-angled constant-radius turn is suitable for a quick outside-to-inside execution, which allows you faster access to the following straightaway.

TURN 15: Constant Radius

Moderate braking might be necessary before entering Turn 15. Once past the apex, apply full throttle and exit on the outside of

the turn. A quick transition is needed to set up for Turn 16.

TURN 16: Constant Radius

Check your speed earlier than usual when approaching the entry to Turn 16. An outside-to-outside line works best here in consideration of the risky line through Turn 17.

TURN 17: Decreasing Radius

Early braking is mandatory for entry into Turn 17. Use a later-apex line on this tighter-than-usual corner and follow through on the inside to set up for a wide approach to Turn 18.

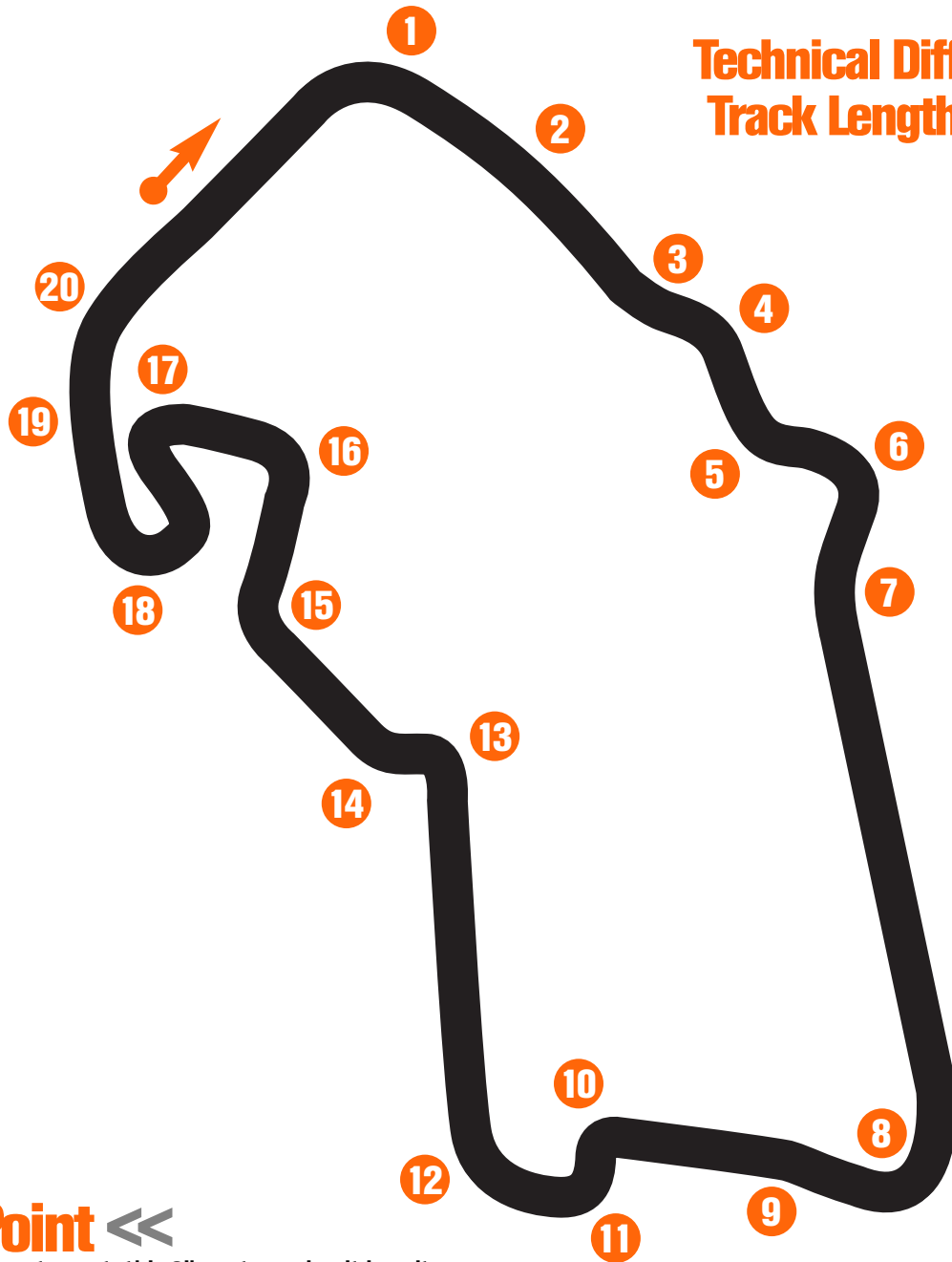
TURN 18: Sweeper

Refer to Silverstone Short Circuit, Turn 8 for this turn description.

TURNS 19 AND 20: Constant Radius

Refer to Silverstone Short Circuit, Turns 9 and 10 for a description of these turns.

Technical Difficulty: High
Track Length: 3.19 miles



Critical Point <<

As with its shorter counterpart, this Silverstone circuit is quite flat. Consequently, racers should refer to the map frequently and practice the optimal lines as many times as needed to get a good feel for track anticipation.



SILVERSTONE II

Silverstone Raceway is a fast, flat, wide track with few technical corners. The track's width in both the turns and straights makes for easy passing, but the easily attainable high speeds may keep your opponents one step ahead of you. Use conservative lines to maintain speed in the turns and don't hold back on the straights.



Track Analysis

TURN 1: Constant Radius

This wide, constant-radius turn is of larger dimensions and can be treated like a sweeper. Moderate to high speed can be maintained throughout.

TURN 2: Kink

Turn 2 is a subtle kink that can be taken at full throttle.

TURN 3: Constant Radius

This shallow-radius turn is very slight but can cause some difficulty for the setup to the Turn 4 entry. Trail braking is a great tactic to combine your cornering and deceleration into one maneuver. Exit this turn on the inside to reduce transitioning before the Turn 4 entry.

TURN 4: Increasing Radius

Turn 4 can be a tricky increasing-radius corner if the setup from Turn 3 wasn't done very well. Decelerate appropriately for your car's handling, then hug the inside of the apex until you can straighten out again. The turn exit line is up to you as the entrance to Turn 5 is quite subtle.

TURN 5: Kink

This kink is a very wide, sweeping gentle corner. Take it at full acceleration to take advantage of the long straightaway that follows.

TURN 6: Constant Radius

Don't execute this slight turn on its own, but instead as the beginning of the rhythm you

carry into the more difficult Turn 7. Two options exist here: brake early before the turn entry, or trail brake all the way through the turn as you approach Turn 7. Either way, exit to the outside to set up for the following corner.

TURN 7: Decreasing Radius

Deceleration should be complete by the time you get into the turn entry. If you approach from the outside of Turn 6, a late-apex line here should be no problem to execute properly. Decelerate sufficiently or face the possibility of understeering and veering off the track into the adjacent gravel. The late-apex line also suitably sets you up for the wide outside entry to Turn 8.

TURN 8: Sweeper

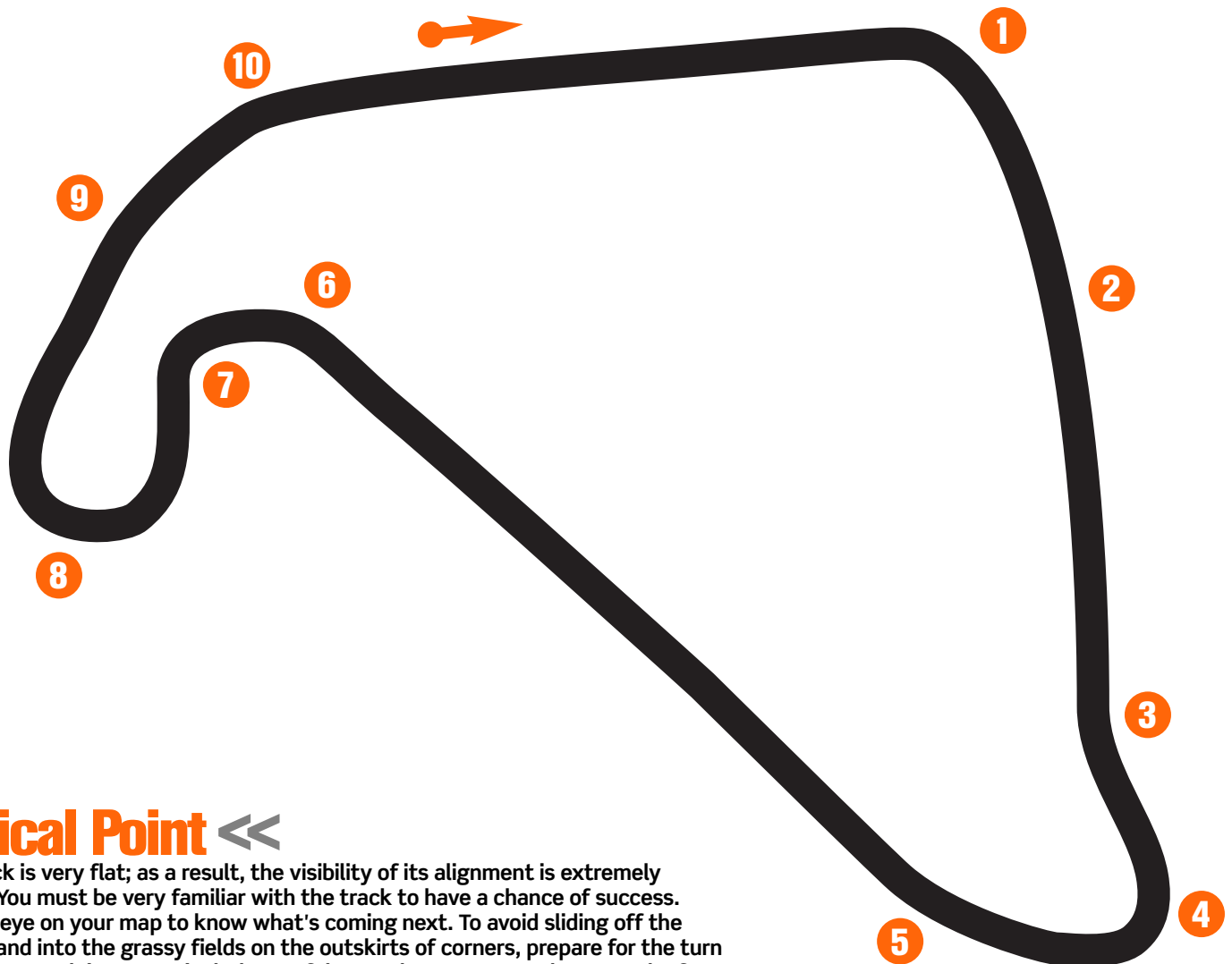
Braking for Turn 8 is dependant on your car; most won't have enough pickup from Turn 7 to warrant any technical braking. Enter the turn from the outside and transition to the inside near the apex. Follow it all the way through and exit on the outside for a very smooth line.

URNS 9 AND 10: Constant Radius

These two turns are fairly symmetrical; consequently, they can be grouped together and treated like one long, constant-radius turn. Focus on accelerating hard through these gradual turns and bringing your speed up for the long final stretch.

TRACKS - CIRCUIT

Technical Difficulty: Low
Track Length: 1.64 miles



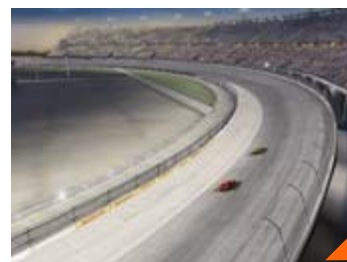
Critical Point <<

This track is very flat; as a result, the visibility of its alignment is extremely limited. You must be very familiar with the track to have a chance of success. Keep an eye on your map to know what's coming next. To avoid sliding off the asphalt and into the grassy fields on the outskirts of corners, prepare for the turn before you reach it. Be particularly careful around Turns 3, 7, and 8, as each of these can be extremely tricky.



SUNSET PENINSULA SPEEDWAY

Don't let the simple layout of the Sunset Peninsula Speedway fool you. At 200 mph, this track can best excellent racers. It has only three turns and the longest straight is only 0.64 miles. The high banked corners, a track width of 70 feet, and fast straightaway keep you in tune with some phenomenal lateral Gs; performance tuning is key here.



Track Analysis

TURN 1: Increasing Radius

This is likely the largest increasing-radius turn in the game. The entry to Turn 1 is the critical point, so approach from the outside but move down into the middle of the track as soon as you enter the turn. High speed is deceiving here and if you don't leave enough room you end up rubbing the outside wall and

losing all the speed from the preceding straight.

TURN 2: Sweeper

Even at blistering speeds, this sweeper can be taken full throttle. The line isn't too demanding, so you should be able to follow it easily through the middle of the track with negligible speed loss.

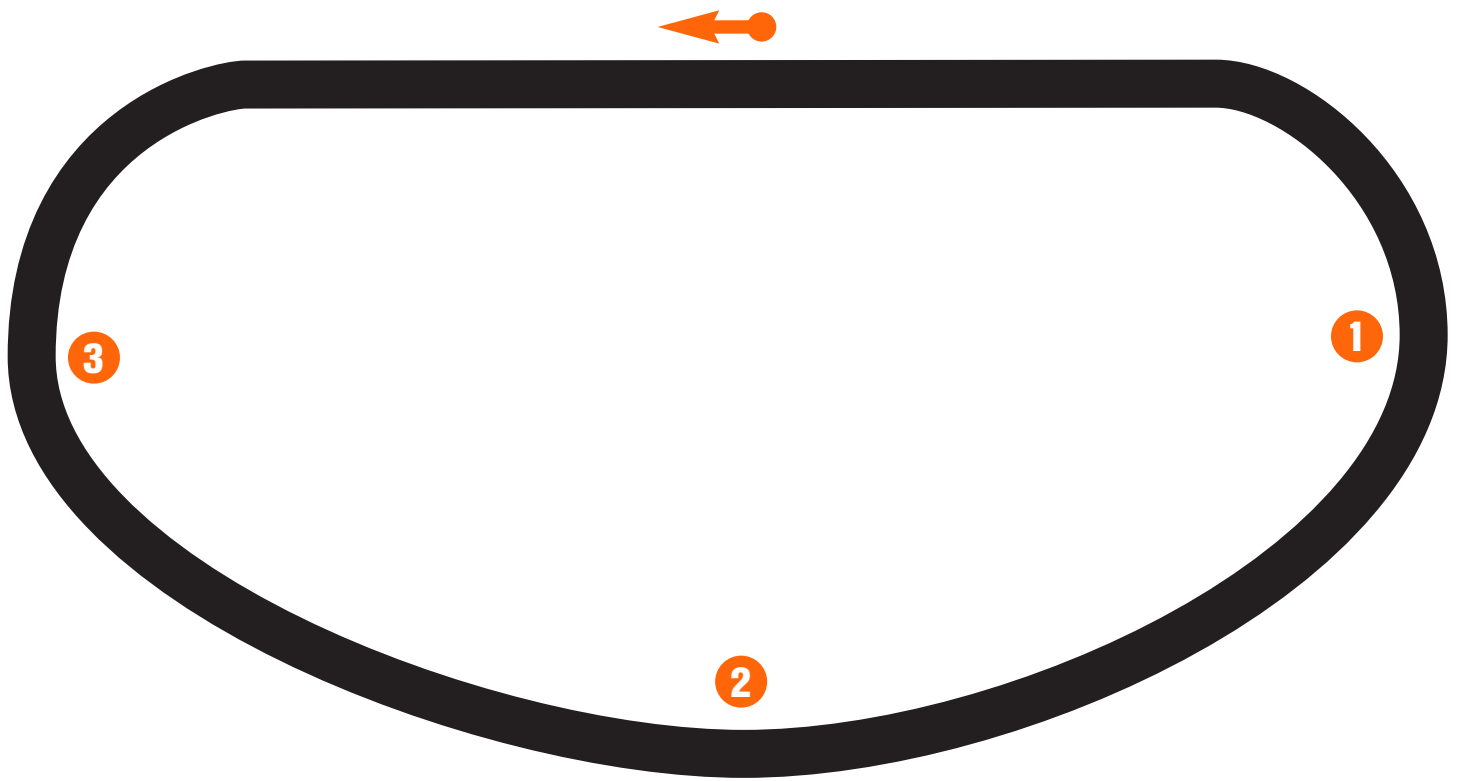
TURN 3: Decreasing Radius

Again, Turn 3 is likely the largest and fastest decreasing-radius turn in the game. It could also be the most challenging. Despite the fact that it is very wide, the decreasing radius near the exit closes in quickly at high speed. Follow a conservative line around the middle or outside before

passing the apex. Once past the apex hold on for a little longer, then cut down low on the track to the inside and cut the corner off the sharpest part of the turn. If you are on the outside of the track at the turn exit, the strong Gs will push you into the wall. It is crucial to maximize your speed for the finish line stretch.

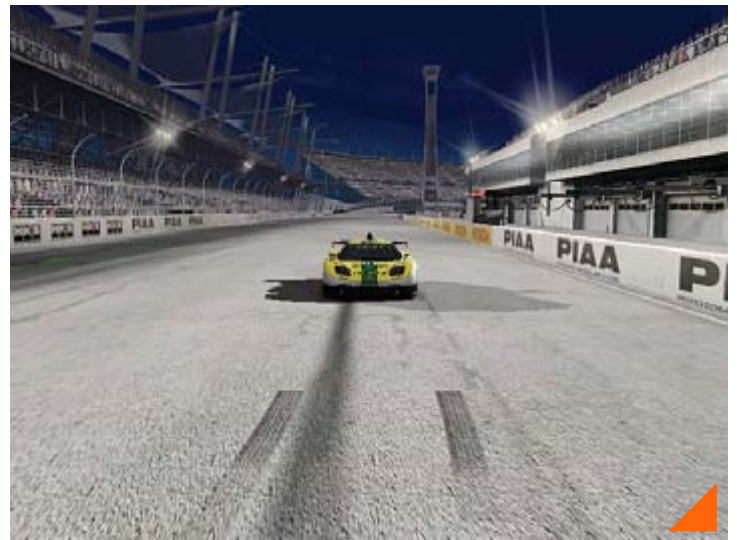
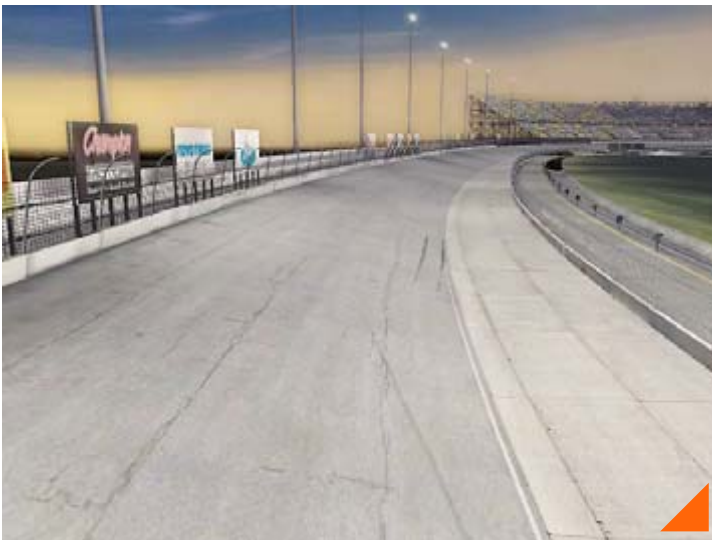
TRACKS - CIRCUIT

Technical Difficulty: Moderate
Track Length: 2.5 miles



Critical Point <<

The high speeds possible on this track make skillful steering critical. Make your steering input as smooth and constant as possible; any quick motions will send you into the outside wall and cost you precious time.



SUNSET PENINSULA INFIELD

This wide-open track combines fast and highly banked, oval speed track elements together with the infield Technical Difficulty of a circuit track. The 16 total turns aren't difficult from a technical point of view, but when combined with neck-breaking speeds, they can provide a moderate-to-high degree of difficulty. The longest straight is only 0.43 miles, leaving limited opportunity to reach top speed.



Track Analysis

TURN 1: Constant Radius

This easy turn can be taken full throttle at high speeds. A basic outside-to-outside line works best here.

URNS 2 AND 3: Double Apex

These two turns form a great example of a double-apex turn, and are fairly straightforward and open to experimentation. You can pick between either a double-apex line, or a late-apex line. Our preference is a wide-arc double-apex line, which lets us blaze on to Turns 4 and 5 with less wasted time.

TURN 4: Chicane

This is a very wide version of the laterally-transitioning type of turn. Follow through on a straight line at high speeds and exit on the inside to set up wide for Turn 5.

TURN 5: Constant Radius

Turn 5 is a low-angle, constant-radius corner where high speeds can easily be maintained through the entire line.

TURN 6: Increasing Radius

Take a late-apex racing line while

maintaining moderate speeds to deal with this challenging increasing-radius turn.

TURN 7: Kink

Turn 7 is the first of two back-to-back kinks. The short series is slightly more challenging because the second kink occurs immediately after this one. Light braking may be required, but a mostly straight line through the turn still works well.

TURN 8: Kink

This kink is much the same as the previous turn. Brakes are optional since you're still accelerating from Turn 6 and your speed may not require any braking. Immediately transition to the outside of the turn as you exit. If you do it right, you'll be set up for Turn 9's entry.

TURN 9: Constant Radius

This constant-radius turn is slightly sharper than the previous kinks. The line from the two previous corners has you increasing speed to this point, so brake lightly to reduce your speed before entering the turn. The following straight is long enough

for a gradual transition to an outside approach to Turn 10.

TURN 10: Decreasing Radius

Turn 10 is another difficult decreasing-radius turn with a high-speed straight preceding it. Use a late-apex line on this turn, but keep in mind that hard, early braking is usually needed to avoid understeer and collisions with the outside wall.

TURN 11: Constant Radius

Moderate braking is required for this constant-radius turn. Use a late-apex line and hug the inside of the turn to set up for the quick transition to Turn 12.

TURN 12: Constant Radius

This short constant-radius turn could be treated like a kink or the beginning of a diagonal chicane. Either way your speed shouldn't be high enough to need much braking, so focus on keeping a straight racing line through the corner and into the setup for Turn 13.

TURN 13: Constant Radius

The second turn in this diminutive series with Turn 12 is another

short and compact constant-radius turn. Straighten out as soon as possible to take advantage of the long straight stretch immediately following.

TURN 14: Constant Radius

Early braking is important for the approach to Turn 14. Enter the corner on the outside and delay your apex until mid-corner where you can cut to the inside from your current position. This sets you up nicely for a wide outside approach to Turn 15.

TURN 15: Increasing Radius

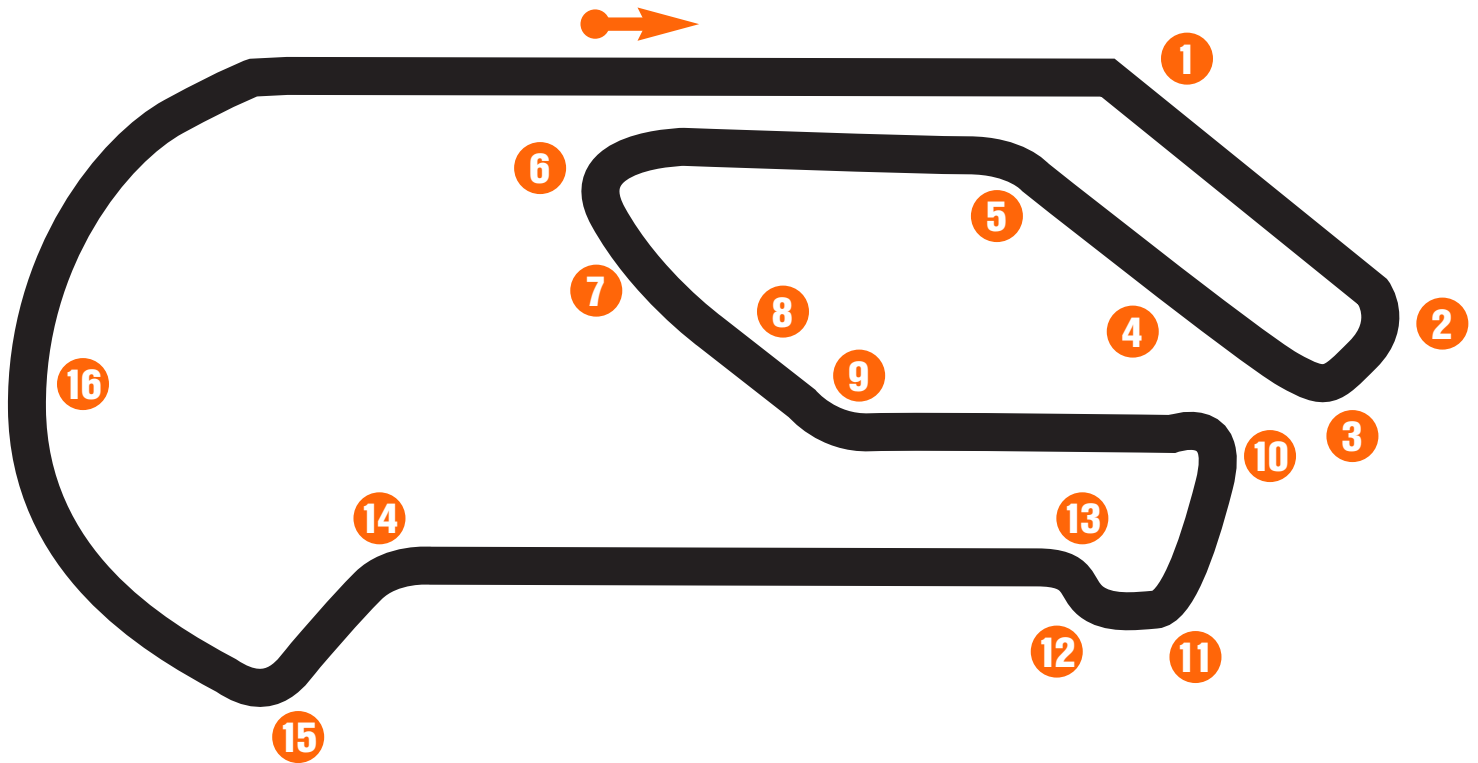
Get a wide start on the outside of this increasing-radius turn. Cut to the far outside across the apex so you can quickly get up high on the bank and follow the suggested line around the oval track section.

TURN 16: Sweeper

Settle into the middle line through the turn while applying full throttle. Maximize your speed here in the banked section before exiting onto the final straightaway to the checkered flag.

TRACKS - CIRCUIT

Technical Difficulty: High
Track Length: 2.77 miles



Critical Point <<

Sunset Infield is a great track for aggressive racing. However you need honed braking skills to really make a difference here. With many high speed straights that lead into severe corners, get in tune with your advanced deceleration skills to get around the turns effectively.



TOKYO CIRCUIT

The streets of Tokyo are narrow and walled-in, just like other city circuits. This urban track is very challenging due to its 15 technical turns, narrow lines, and super-fast straights, of which the longest is 9.4 km. The Tokyo circuit has by far the most irregular track layout of them all, and a varying track width of 9–15 meters.



Track Analysis

TURN 1: Chicane

Blast through this textbook chicane. However, the approach to Turn 2 comes up very soon, so be ready for some hard braking.

TURN 2: Hairpin

Get hard on the brakes before the turn entry. Decrease your speed, even slow to a crawl, before attempting to get around this turn.

TURN 3: Constant Radius

Turn 3 is an awkwardly angled, short constant-radius turn. Nevertheless, approach it from the outside on a late apex line to be on the outside for the approach to Turn 4.

TURN 4: Constant Radius

This smooth corner isn't too much of a challenge; light braking before the entry may be required. Use a late apex line to hug the inside and set up on a wide approach to Turn 5.

TURN 5: Right Angle

The approach to the turn entry is quite narrow. Your speed shouldn't be too high by now, so use light braking (if any). If you exit on the outside, transition to the far side to set up for the entry to Turn 6.

TURN 6: Right Angle

This right-angle turn is incredibly tight and bordered by walls. Whatever you do here, don't try to pass on either side.

TURN 7: Right Angle

Turn 7 is a tight angled corner that sets up like the first leg of a large chicane. Brake early to check your speed adequately for this corner and the transition to Turn 8. Due to the distance between Turns 7 and 8, you can't straightline it through this short series like a chicane.

TURN 8: Constant Radius

This tight and sharply angled constant-radius turn is very difficult to navigate at any

speed. Slow down to a crawl to get around this corner and stay off the outside wall.

TURN 9: Hairpin

This is the most acute-angle hairpin turn in the game. The preceding straight has you going full speed on the approach, so hit the brakes hard way before the entry. Slow down and get around the apex, then straighten out as soon as possible.

TURN 10: Right Angle

Turn 10 is a very short right-angle corner. You won't have too much speed yet so braking is optional. Use a late-apex line here to set up for the outside of the Turn 11 entry.

TURN 11: Increasing Radius

Approach this turn entry on the outside and cut in tight for another late apex. Approach from the outside of the suggested line on the track.

TURN 12: Right Angle

Take this textbook right-angle turn with a basic outside-to-outside line. Hard braking might be necessary to sufficiently reduce your speed from the preceding straight.

TURN 13: Chicane

Turn 13 is a fairly wide chicane; high speeds are highly recommended. A straight line through the middle of the apexes should be easy to execute.

TURN 14: Chicane

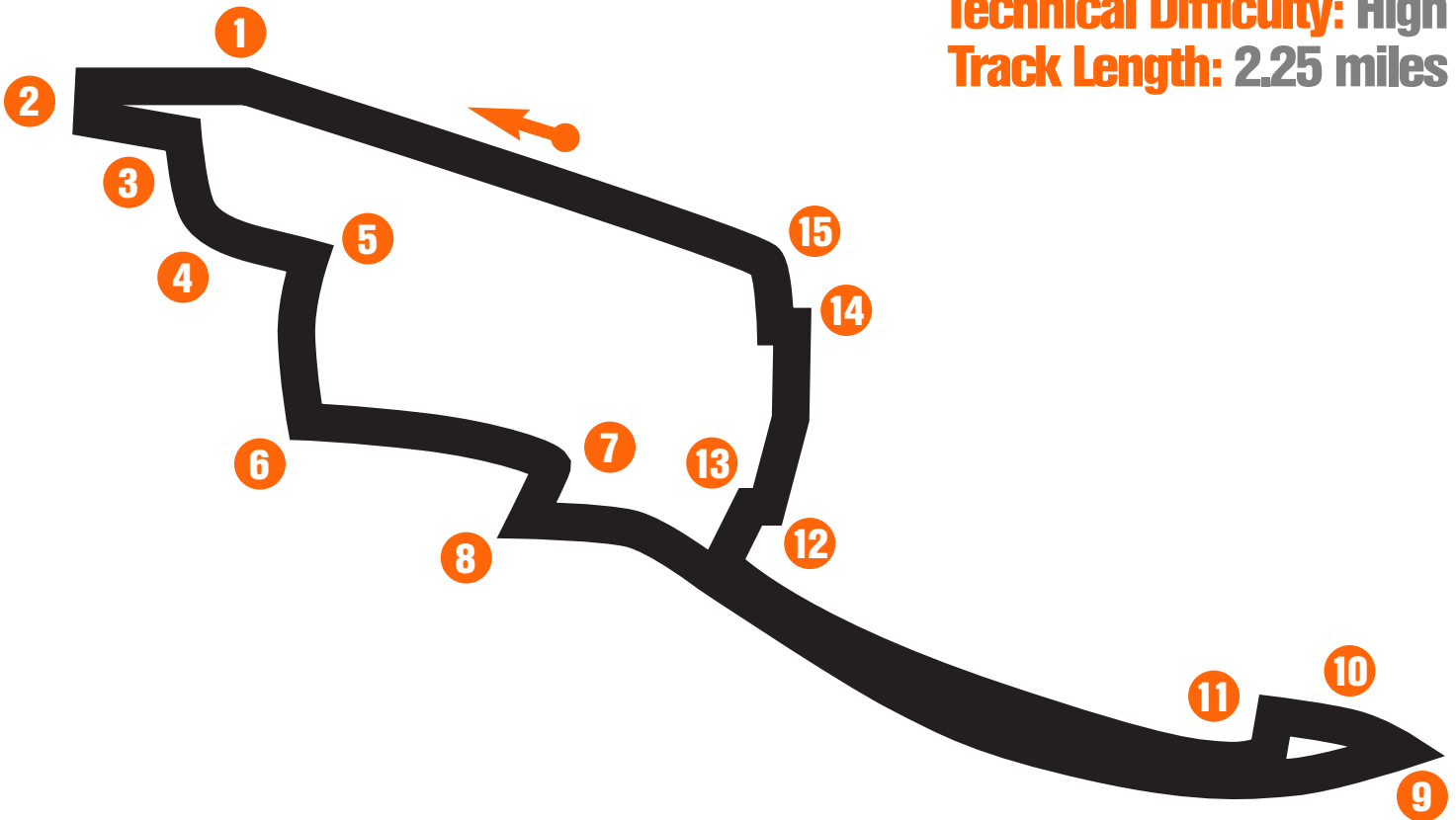
This is another easy, straight shot between the middle of the two apexes. Exit to the inside on your setup for the outside approach to Turn 15.

TURN 15: Constant Radius

If your speed is low enough, you can follow the straight line right through from Turn 14, which you initially set up at Turn 13. Avoid going too far to the outside, or the path through this turn's apex will be too sharp.

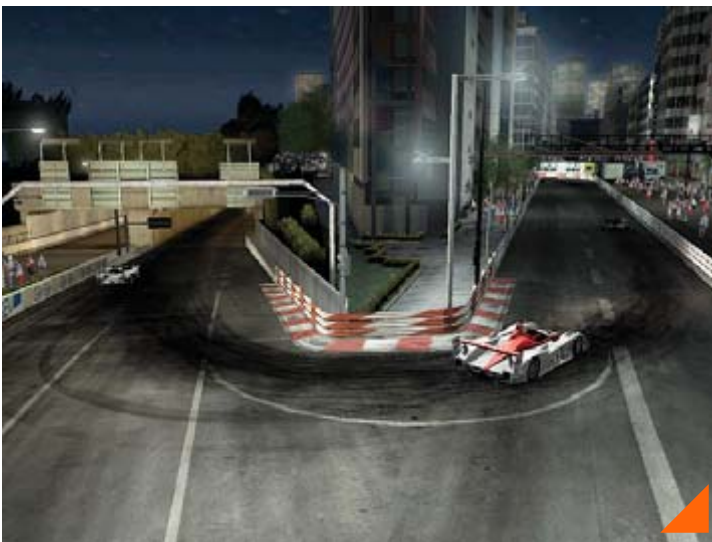
TRACKS - CIRCUIT

Technical Difficulty: High
Track Length: 2.25 miles



Critical Point <<

This track is generously closed-in with ubiquitous narrow walled sections of track. Specifically, the long straight section preceding Turn 9 encourages very high speeds, thus making it extremely important to brake thoroughly.



TSUKUBA RACEWAY

This short, low-gradient track is composed of open, wide turns with some fast straights in between, the longest of which is only 0.44 kilometers. Although this track is fairly short, it's quite challenging, as it was built primarily for motorcycle racing in the 1970s. Top speeds are easily attained and should be maximized on this track, but you must have upgraded brakes in order to handle several challenging hairpin turns. Beware the nine corners; most are lined with barriers of some sort (usually boxes), which have a similar but less sticky effect than tire walls.



Track Analysis

TURN 1: Sweeper

Brake early as you make your approach to this turn, and keep even speed throughout. Once past the apex, accelerate smoothly out of the rest of the turn and down the following straight.

TURN 2: Constant Radius

You can take Turn 2 at high speeds, but watch the exit at the setup to Turn 3. Don't cut to the outside of this short turn; instead, hug the apex and exit along the inside to set up properly for an outside approach to Turn 3.

TURN 3: Constant Radius

This mild turn is vital for the line setup to Turn 4. Use a late-apex line and exit the turn on the inside so that you won't need to transition for the Turn 4 entry.

TURN 4: Hairpin

This hairpin is very slightly banked and fairly tight. Hard braking might be needed to follow the inside of the curve all the way around. Alternately, try a late-apex maneuver around the far side of the apex. From this inside position you can quickly shoot out to the middle of the track.

TURN 5: Constant Radius

This textbook constant-radius turn is a very mild arc; you can easily execute an obvious outside-to-outside line.

TURN 6: Constant Radius

Light braking is usually necessary at this flat turn entry. Common racing lines aren't required; you can hug the inside of the corner all the way around if your handling is even moderately upgraded.

TURN 7: Kink

Take this mild radius kink at full throttle on the approach to Turn 8, but be prepared for some hard braking at the next corner.

TURN 8: Hairpin

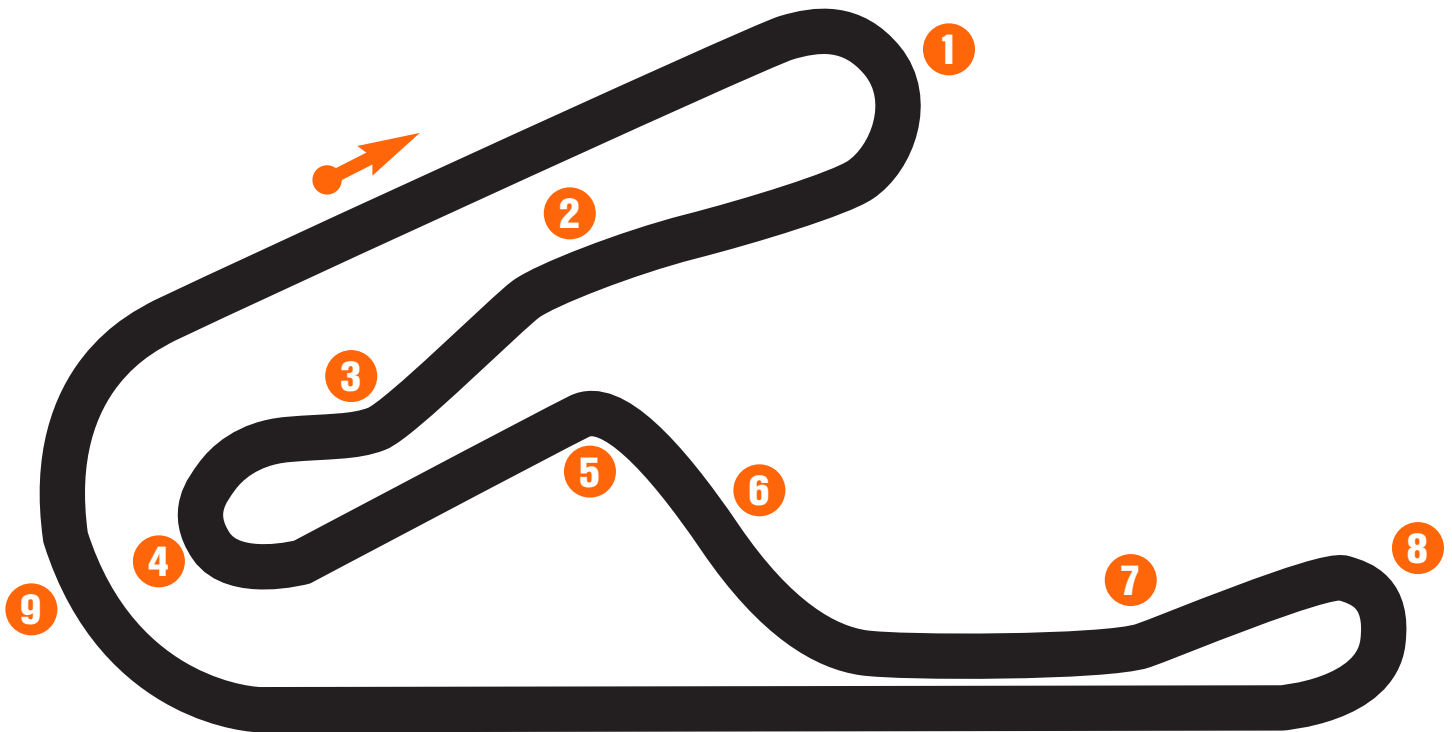
Turn 8 is a slightly banked and very sharp hairpin corner. Try a late-apex turn, rip out of it, and barrel down the track's longest and fastest straight.

TURN 9: Sweeper

This high-speed sweeper is a blast for aggressive overtaking of weaker racers. The track is wide and if you keep an even line, you can maintain high speed all the way through the sweeper from outside to outside, shooting out the exit toward the finish-line stretch.

TRACKS - CIRCUIT

Technical Difficulty: Easy
Track Length: 1.29 miles



Critical Point <<

Tsukuba is a great course for overtaking racers. Most of the corners are wide enough for two or three cars to fit side by side. Don't be afraid to get right in there and pass aggressively on the inside.



FUJIMI KAIDO - FULL

The Fujimi Kaido series of point-to-point tracks is set on a public road in Japan, near the base of Mount Fuji. In the lowlands, the track follows some fast-paced paths over bridges and through a township. In the alpine sections, the track takes a treacherous turn, with steep and dramatic cliffside vistas, and winding tunnel sections through the mountain. There are six different races to compete in on the Fujimi Kaido tracks. These races challenge even the most experienced driver, so have all of your skills polished before thinking of competing at these venues.

Track Analysis

TURN 1: Decreasing Radius

Turn 1 is not visible until you come down from the hill. Early braking is required in anticipation; if you wait until you get a good look at the corner, it's too late. This corner is fairly wide and a great place to pass on the inside. Enter from the outside, then transition near the apex to hug the inside during the rest of the turn.

TURN 2: Hairpin

Turn 2 technically spans several corner types, but it can be safely treated as a hairpin. Brake hard before the entry and cut in tight from the outside while following a late-apex line; this allows you to shoot out the exit along the inside.

TURN 3: Constant Radius

This turn is set on a steep downhill slope and exhibits a very sharp apex. Use a late-apex line here and follow through on the inside. If you exit wide here, the racing line is perfectly set up for the approach to Turn 4.

TURN 4: Double Apex

Turn 4 is a subtle example of a double apex corner. Brake hard for the entry and cut across through the middle. With some nimble handling, you may be able to keep your speed up to moderate levels. Once past the

second apex, fire up the throttle and power out of the turn toward Turn 5.

TURN 5A: Increasing Radius

The entrance to Turn 5A is quite sharp, so brake heavily before the corner. This may require trail braking, so be extra cautious. Exit to the outside to set up for a wide approach to Turn 5B.

TURN 5B: Constant Radius

Moderate braking may be required throughout this steep turn. Follow the suggested line here, as it's pretty effective.

TURN 6: Constant Radius Series

This series of shallow turns gets progressively sharper as you continue through them. The suggested line is effective, but the track here is quite steep, so refrain from being too aggressive. You will gain significant speed here, so remember that this section demands good rhythm and timing.

TURN 7: Decreasing Radius

The approach to Turn 7 is very steep, so brake hard to check your speed. Follow a late-apex line and hug the inside all the way through the rest of the turn, the exit, and down the following stretch into the tunnels.

TURN 8: Constant Radius Series

Here is another series of turns that includes two short tunnels for complexity. Each turn in the series has a slightly different radius, making for a very irregular set of transitions between corners. Hit the brakes hard as you exit the first tunnel. The open area here has a sharp jog across to the entry of the second tunnel. You can cut across the gravel patch slightly to get a better entrance angle for the second tunnel. Inside lines through each tunnel work well; you may need to make slight transitions or adjustments to the outsides depending on your car's handling.

TURN 9: Hairpin

Heavy braking is critical to executing a strong line through Turn 9. This very sharp corner has a downhill gradient and a tough decline bank near the crest that can add enough momentum to force a slide or loss of control.

TURN 10A: Decreasing Radius

The entry to Turn 10A is quite wide, but don't underestimate the corner. Approach wide on the outside of the suggested line and follow a late-apex line through to the middle of the turn exit. Don't exit too wide or the transition to Turn 10B is on too

severe an angle to follow effectively.

TURN 10B: Increasing Radius

Turn 10B is the milder of the two in this brief series. You may need light-to-moderate braking depending on how much speed you carried through the preceding corner. Accelerate hard out of this corner down the straight toward Turn 11.

TURN 11: Hairpin

The hairpin turn is set on a mild decline, but watch out for the mild bank around the inside of the corner. Stay off the bank and follow a conservative outside-to-outside line throughout.

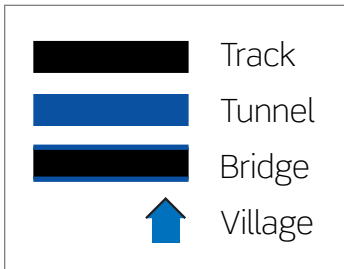
TURN 12: Hairpin

Turn 12 is a bit narrower than the previous hairpin. It also exhibits a steeper bank on the inside crest; be extra diligent to stay off it to avoid perilous results. Again, a conservative outside-to-outside line works best in this situation. Once past the apex, hit the gas and power out of the rest of the corner and down the following straight.

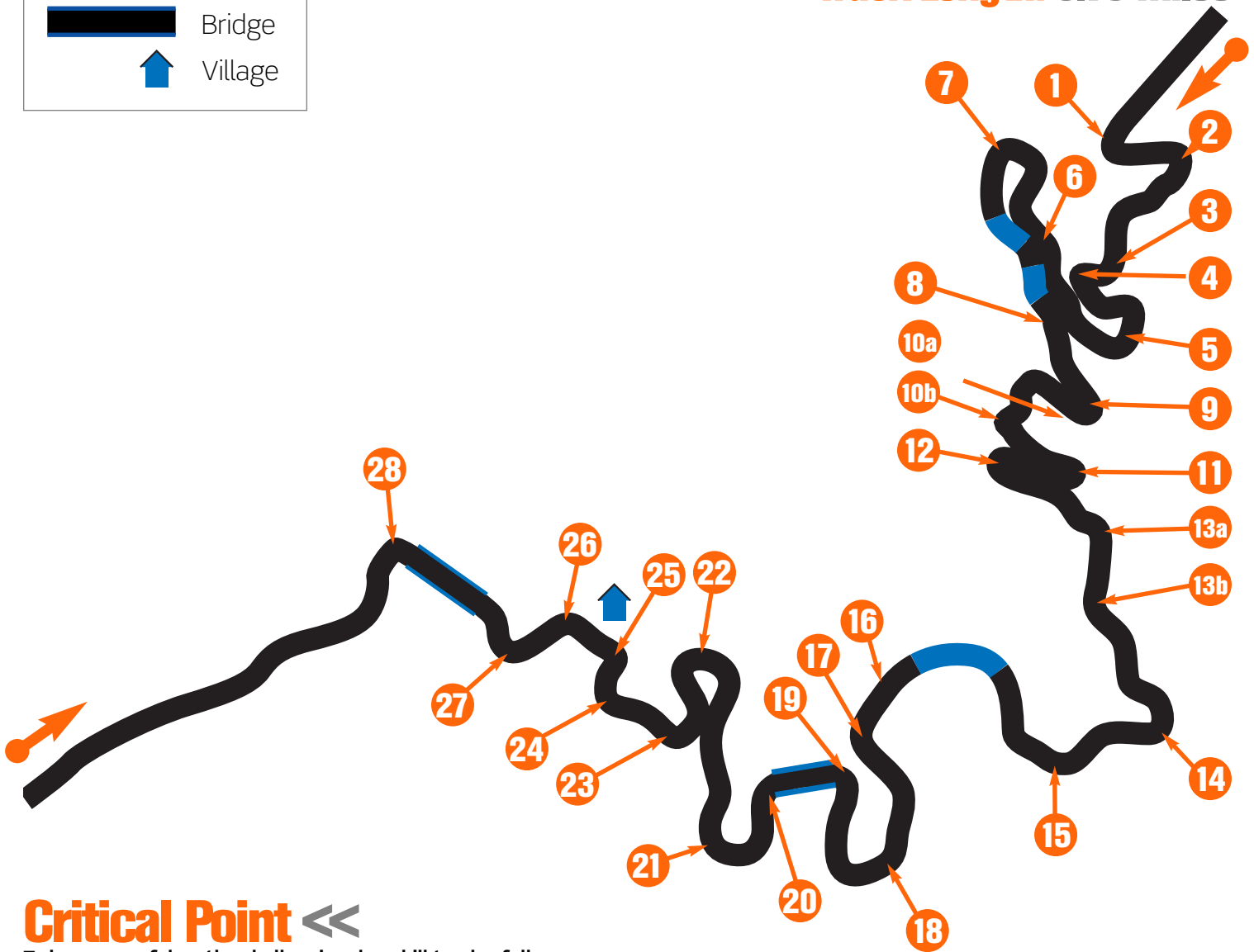
TURN 13A: Constant Radius

This brief turn is highly banked, but it still can be taken more aggressively than most. If your

TRACKS - POINT-TO-POINT



Technical Difficulty: High
Track Length: 6.70 miles



Critical Point <<

To be successful on the challenging downhill tracks, fully upgraded brakes are mandatory. The added momentum achieved from racing downhill puts your brakes to the test, and without appropriate upgrades, you'll spend a lot of time against the outside rails suffering from acute understeer.



FUJIMI KAIDO—FULL Track Analysis Continued

car's handling is quite good, you should be able to execute a fast and tight line through the middle of the turn (avoid the bank on the inside). Set up a quick transition for a wide approach to Turn 13B.

TURN 13B: Constant Radius

Turn 13B is an easy, wide corner on a very mild decline. Take it at high speeds.

TURN 14: Decreasing Radius

This is a deceiving corner with a long sweeping entry and a short, sharp change in its turn radius past the apex. Trail brake to decrease your speed as you approach and as go into the turn; adjust accordingly when near the apex. The moderate decline adds to the turn difficulty, but the track is fairly wide here and gives you a bit of room to move.

TURN 15: Constant Radius

Enter this sharp constant-radius turn from the outside and carefully watch the apex, which sticks out and can catch you off guard.

TURN 16: Sweeper

Half of Turn 16 is inside a long tunnel; its entry is the most critical part. Watch out for the tunnel entry's short, jutting edge, because it can stop you in your tracks. Once inside the tunnel, hug the inside and accelerate hard through the rest of it. Exit on the outside to set up your approach to Turn 17.

TURN 17: Constant Radius

This sharp corner ends off a fast straight stretch so check your speed accordingly. It's on a slight decline with a bit of a dip near the apex. If you're feeling more aggressive here, use that dip near the apex to help carve through the corner. Turn the front of your car into the dip and

accelerate through it and out of the turn.

TURN 18: Sweeper

Turn 18 is classified as a sweeper, but it has a few catches. Because of the low visibility, it's difficult to see the line past the entry. As you approach from the outside, brake more than you think would be necessary. Use a late-apex line so you can hug the inside of the turn once past the apex.

TURN 19: Decreasing Radius

The mild bank on this fairly angular (but straightforward) corner isn't sufficient enough to cause much concern. You can also use a late-apex line here to set up on the inside after the apex, which lets you shoot out faster onto the bridge section.

TURN 20: Decreasing Radius

Be cautious of the dip as you leave the bridge on the approach to Turn 20; if your speed is too high it, may cause a loss of traction before the turn. The actual decrease in the turn's radius is slight, so focus on applying moderate braking late in the corner to maintain the right line for entering the next turn.

TIP: Racers wanting to follow more aggressive lines can use the banked apexes of the many corners in Fujimi Kaido to their advantage. Usually, a banked apex can assist your turning by helping the car carve through the turn if executed at low speeds.

TURN 21: Constant Radius

Approach Turn 21 as either a constant-radius turn or a double apex, depending on your preferred line. Watch for the slight unevenness of the track here, as it rises and falls somewhat. Let

off the gas on the crests and accelerate in the dips.

TURN 22: Hairpin (Modified)

This hairpin is a far cry from the textbook version of this turn type. One side of the turn is slightly squashed into something closer to a double apex. The key to the racing line is a constant-radius line on the first apex and a late-apex line on the second apex. This tactic puts you on the inside of the turn and makes a perfect setup for Turn 23.

TURN 23: Decreasing Radius

Turn 23 is set on a moderate decline, but watch for a bit of a dip in the middle of the turn. Do all your braking before crossing over the initial hump to prevent any loss of traction. Once in the trough, accelerate through to the second hump and out of the turn, wide to the outside.

TURN 24: Constant Radius

This sharp corner exhibits low visibility near the entry. As soon as you come up over the hump, hit the brakes hard and cut to the inside. You don't need to cut too far to the outside on the exit, since you want to minimize the transition for an outside approach to Turn 25.

TURN 25: Constant Radius

Turn 25 is both mildly banked and on a gentle decline. An outside-to-outside line works best, but this turn is also very forgiving for more aggressive driving. Don't be afraid to drift a little here, just keep your eye on the opposing concrete wall.

TURN 26: Constant Radius

Ignore the little kink at the entrance and enter Turn 26 from as wide on the outside as you can. Get most of your braking done before the apex, but don't

worry about having to kill your speed—you can execute this turn while going pretty fast. Get back hard on the throttle as you blast out of the turn on the inside. This line sets you up perfectly for Turn 27.

TURN 27: Sweeper

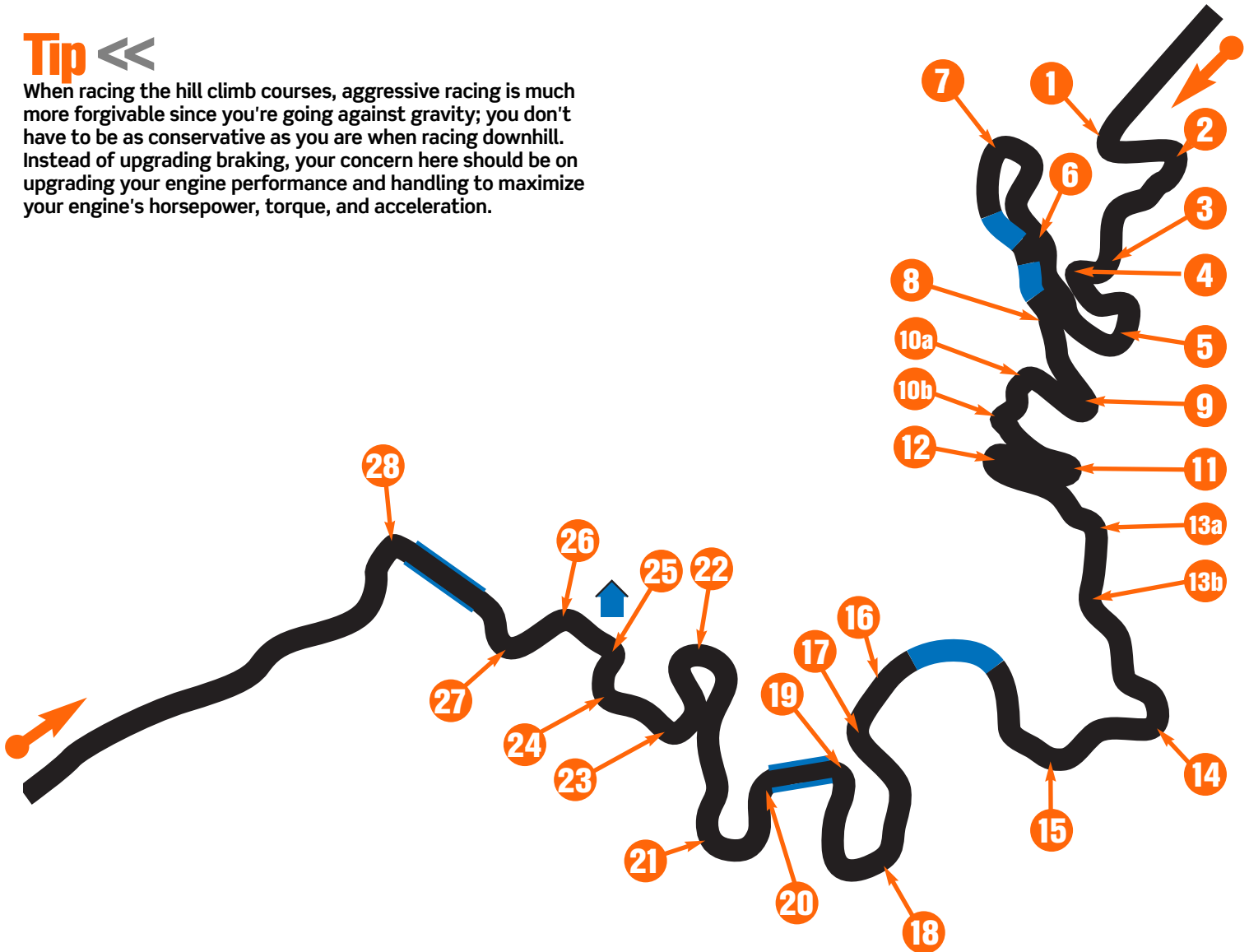
This corner has a long sweeping arc, punctuated at its end with a kink heading in the opposite direction. Apply moderate braking right after entering the slightly declined corner, and keep the steering input stable. Make sure that you slow down enough for the slightly inclined exit. Watch carefully for the narrow entrance to the bridge.

TURN 28: Constant Radius

Stay to the far right on the approach to Turn 28. Hard braking is required as soon as you come off the bridge. This is a textbook outside-to-outside line, but the corner is fairly sharp, so reduce your speed diligently. As soon as you pass the apex and start to straighten out, accelerate hard and rip out of the turn down the final straight to the finish.

Tip <<

When racing the hill climb courses, aggressive racing is much more forgivable since you're going against gravity; you don't have to be as conservative as you are when racing downhill. Instead of upgrading braking, your concern here should be on upgrading your engine performance and handling to maximize your engine's horsepower, torque, and acceleration.



Note <<

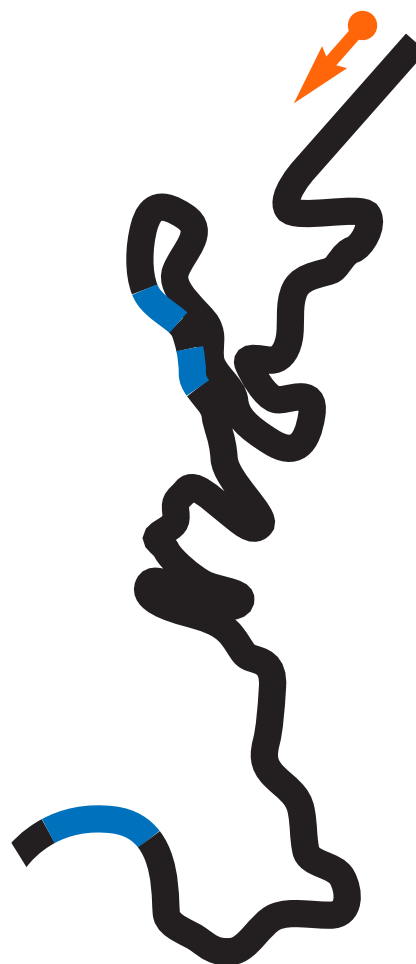
This comprehensive track analysis covers all six Fujimi Kaido tracks but is outlined primarily for the downhill courses. When racing the track in reverse (hill climb) you can follow similar lines with the exception of increasing/decreasing turns, which flip to their opposite counterpart.

FUJIMI KAIDO DOWNHILL A

This first section of the Fujimi Kaido Downhill race is definitely the most challenging. Several high-speed rhythm sections and fast straights, punctuated with extreme hairpins, makes for a hair-raising descent from the top of the mountain.



Technical Difficulty: High
Track Length: 3.83 miles



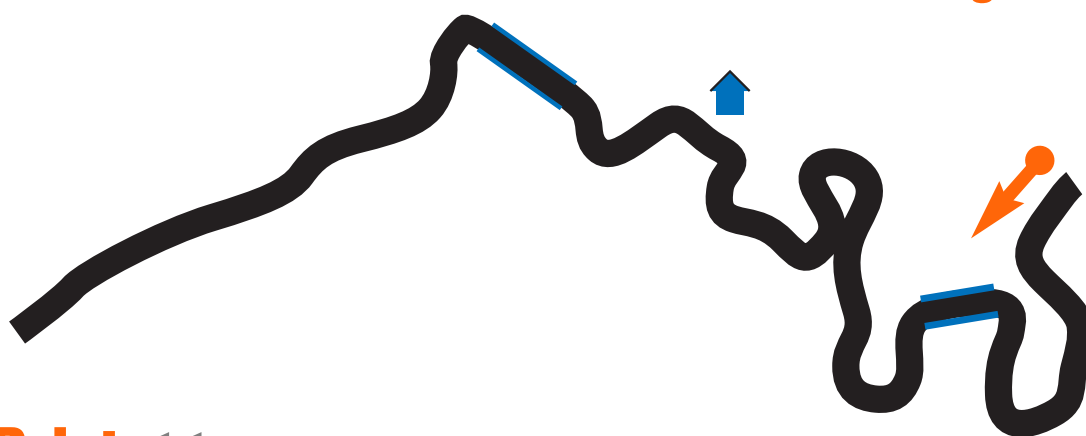
Critical Point <<

Due to the added help of gravity, coupled with your already high speeds, understeer is a notorious problem on downhill races. Tune your car to really dig into the corners and minimize understeer at all speeds. Start by increasing your downforce, lowering your ride height, and ensuring that your tires are properly inflated and your suspension is sufficiently stiff.

FUJIMI KAIDO DOWNHILL B

This second section of the Fujimi Kaido public road is not as treacherous as the first section; however, the challenge is still very real. The track here is set in the rippling terrain of the lowlands at the base of the mountain, which spawns numerous locations where speed and concrete don't mix well.

Technical Difficulty: Moderate
Track Length: 2.87 miles



Critical Point <<

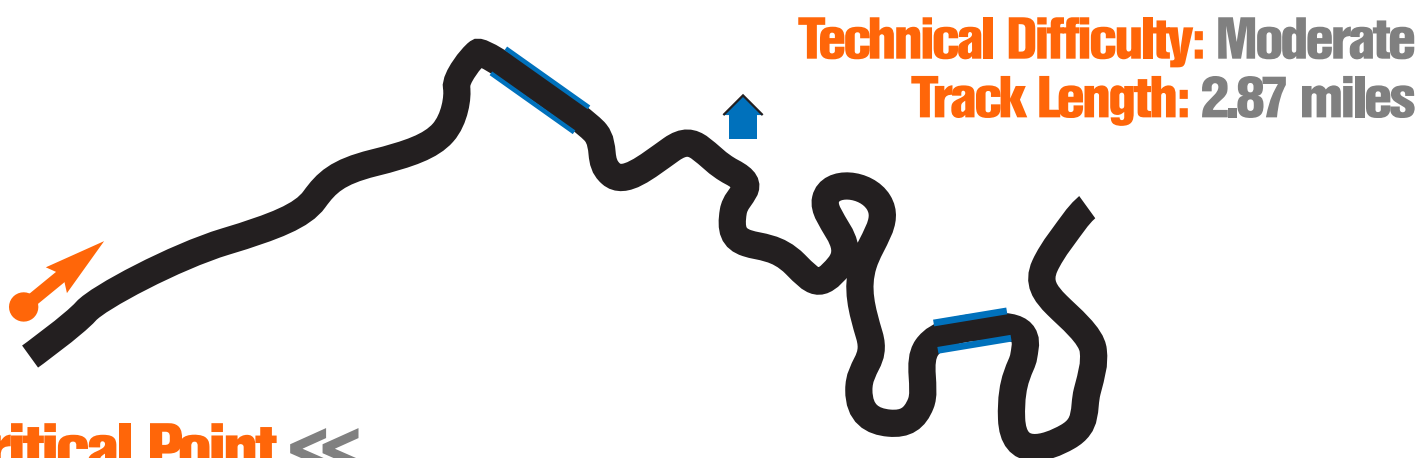
Suspension tuning is a critical part of success on this track. The rippling terrain, combined with various banked and opposing banked turns, makes anti-roll and body stiffness very important to keeping you on the track. Stiffen your springs, stiffen your anti-roll bars, and tighten up the gear ratios (reduce them all slightly so they're closer together) to ensure that your torque is maximized through the ups and downs of this point-to-point course.



FUJIMI KAIDO HILL CLIMB A

The first section of the Fujimi Kaido public road used for the uphill climb is the same section as the Downhill B track. The rippling terrain still plays a huge part here, but now gravity is working against you.

Just remember that anytime you're going uphill, your weight transfers easily and quickly to the front when braking; use this extra stability to your advantage by braking slightly later for most turns.



Critical Point <<

Proper tuning of your suspension is still important on this uphill version of the lowlands track. However, even more important is tuning your engine and inflating your tires to gain maximum torque and grip while ripping through the numerous uphill turns. Lastly, the understeer tendency lessens considerably anytime you're going uphill, so adjust your driving style accordingly.



FUJIMI KAIDO HILL CLIMB B

The second section of the Fujimi Kaido public road used for the uphill climb is the same section as the Downhill A track. Now you must face the treachery of the mountain going uphill. The first tunnel is fairly wide and a decent place to pass, but don't try this in the second series of tunnels. Keeping a good rhythm through that risky section is more important.



Technical Difficulty: High
Track Length: 3.83 miles



Critical Point <<

Maximize acceleration and grip on this difficult uphill track. It's an all-out sprint, so tune your engine and drivetrain for full acceleration. Also, upgrade to the stickiest tires you can get for your car—it'll help improve your grip enough to help you around many of these tricky turns.

NÜRBURGRING

Tip <<

Keep a bookmark on the page with the Nürburgring's comprehensive track breakdown. Some parts of our strategy for the Nürburgring's point-to-point races refer back to that section, requiring you to flip back and forth between pages. For your convenience, we've marked the cross-references with asterisks (*).

NÜRBURGRING A

The first few turns and corners are typical of the Nürburgring's winding nature. On this section, you face technical turns that have little if any bank to them. You must rely solely upon your skill to maneuver the car through this course at high speed.

Technical Difficulty: Moderate
Track Length: 3.10 miles

Critical Point <<

At the end of the first straight (near the entrance to the pit), be extra cautious in this series of sharp turns.

Note <<

The track map here and the map seen in the game are not identical. The scale is quite different, so it is easy to get disoriented and misread where you are. If this happens, always refer to the in-game map first!

Track Analysis

TURN 1: Constant Radius Series

This section is actually a brief series of constant-radius turns. You can rip through them at moderate speeds, since they're fairly flat, but it takes a skilled rhythm to get through with a clean line.

TURN 2*: Constant Radius

Refer to Nürburgring, Turn 1 in the Circuit Tracks section for this turn description.

TURN 3: Sweeper

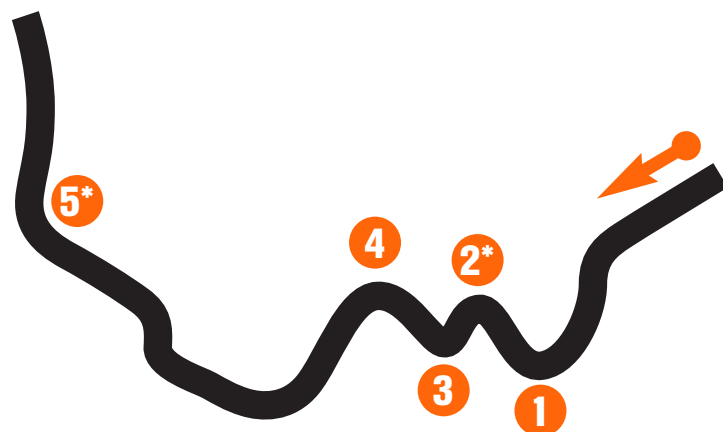
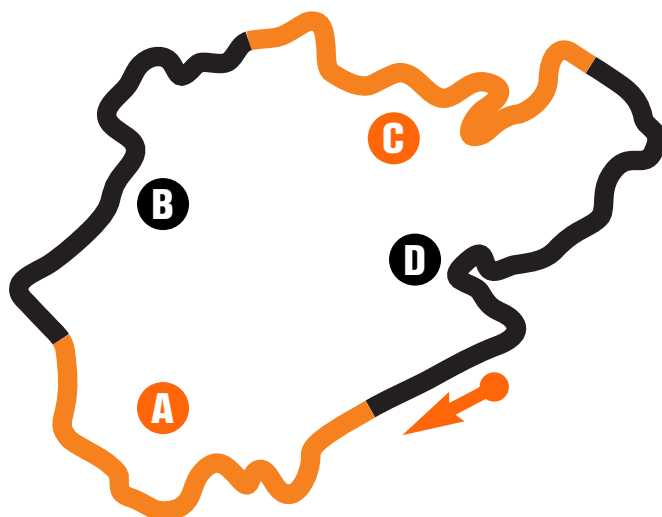
This low angle turn is a wide open sweeper that you should be able to jet through without concern. The racing line here is up to your discretion.

TURN 4: Sweeper

Turn 4 is a fast, low arc sweeper that can be taken full blast. Don't stop for anything!

TURN 5*: Double Apex

Refer to Nürburgring, Turn 2 for this turn description.



NÜRBURGRING B

This section of the Nürburgring includes a sneaky "S" turn that has surprised many drivers. While not a perfect "S" turn, the combination of these two opposed constant-radius turns—stuck about midway through this race—can be a killer. The entrance for this turn series usually encourages drivers to enter at a speed that's too fast, because you can't see the entire turn until just before you enter it. Enter too fast and you'll go right through the berm and into the dirt.

Technical Difficulty: Moderate
Track Length: 3.10 miles

Critical Point <<

Most of this track is straightaway. Since acceleration won't be crucial here, tweak your final drive ratio to increase your top speed. Also, the course is very flat, so you can lower your ride height and stiffen all your suspension up to the max. Make sure you have professional tires when racing this course for maximum grip.



Track Analysis

TURN 1*: Decreasing Radius

Refer to Nürburgring, Turn 3 for this turn description.

TURN 2*: Constant Radius Series

Refer to Nürburgring, Turn 4 for this turn description.

TURN 3*: Constant Radius

Refer to Nürburgring, Turn 5 for this turn description.

TURN 4*: Constant Radius

Refer to Nürburgring, Turn 6 for this turn description.

TURN 5: Sweeper

This wide sweeper is slightly narrower than the rest of the track; keep that in mind if you're thinking of passing on the inside. At blistering speeds, your steering inputs must be very smooth to avoid running right off the track. Light braking might be needed just before the turn entry.

TURN 6*: Constant Radius

Refer to Nürburgring, Turn 7 for this turn description.



NÜRBURGRING C

This section of the Nürburgring gets tougher as you get further into it. Here you face downhill, off-camber, increasing-radius turns urging you faster and faster, all with a few sweepers thrown into the mix. The trick is not to give into the urge, and instead use your speed wisely to get through the challenges without leaving the track. There's also a banked turn that requires skill to enter and exit it without disaster.

Critical Point <<

If your car has moderate-to-high handling ratings, feel free to ignore the braking indicators on the suggested line displayed on the track. Most of this course is straightaway and you can race it as aggressively as you wish for the most part.

Technical Difficulty: Moderate
Track Length: 3.10 miles

Track Analysis

TURN 1: Increasing Radius

Trail braking is required before the entry to this fairly sharp corner, which makes it more difficult due to the high approach speed. There is a mild bank on this turn, but if your suspension is tuned right you probably won't even notice it.

TURN 2: Sweeper

This very drawn out turn is actually a series of very mild apexes; not really a sweeper by technical definition, but the geometry and racing line are the same for the most part. Focus on keeping your speed high and minimizing any shaky steering inputs.

TURN 3*: Kink

Refer to Nürburgring, Turn 9 for this turn description.

TURN 4: Sweeper

Turn 4 is a very gentle curve that is barely noticeable on the course. Keep your speed up and steering consistent, and you should be able to blast right through it.

TURN 5: Sweeper

Another low angle sweeper, Turn 5 is slightly sharper than Turn 4. Hit this corner at high speed but watch out—you may need to slow just slightly while nearing the apex.

TURN 6*: Decreasing Radius

Refer to Nürburgring, Turn 10 for this turn description.

TURN 7*: Hairpin

Refer to Nürburgring, Turn 11 for this turn description.

TURN 8: Double Apex

Turn 8 is an unconventional double apex. Its first apex is slightly squished into something of a kink shape. The entry is not difficult; follow a straight line from outside to outside on the first apex, then follow a late-apex line around the inside of the second apex. You should shoot right out into the open stretch, still at high speed.



NÜRBURGRING D

There are constant-radius turns abound in this last section of Nürburgring, with a sweeper and a straight finishing up this race. Don't lose it around the last set of turns, which twist, rise, and fall. Make it to the end by applying the rules of turn entry and exit: "slow in-fast out." There's never been a more applicable rule for racing on the Nürburgring.

Technical Difficulty: Moderate
Track Length: 3.70 miles

Critical Point <<

While most of the Nürburgring is forgiving on its suggested lines, some turns have very little give, and some are utterly treacherous if you don't brake properly before the turn entry. Spend some quality time on these four tracks, so you know which corners you don't need to brake on, and which corners absolutely require braking.



Track Analysis

TURN 1*: Constant Radius

Refer to Nürburgring, Turn 12 for this turn description.

TURN 2: Constant Radius

Follow the textbook outside-to-outside line on this slightly banked turn. There's a slight incline at its entry, but this won't impact the ease of the turn.

TURN 3: Constant Radius

Watch for the sharp crest near the entrance of Turn 3. You may get some air off it, so hit it straight and be prepared for

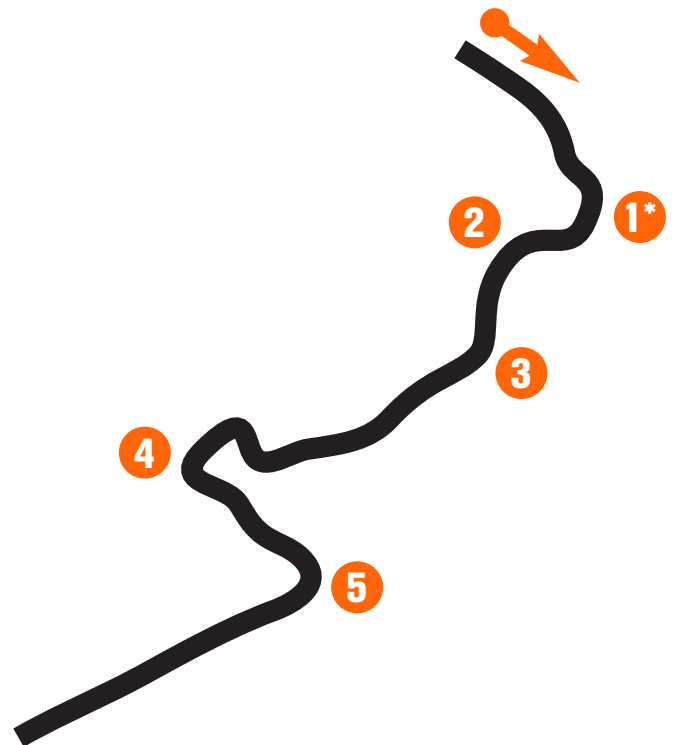
instant recovery if required. It's the approach that is dangerous here, not so much the corner itself.

TURN 4*: Decreasing Radius

Refer to Nürburgring, Turn 13 for this turn description.

TURN 5*: Sweeper

Refer to Nürburgring, Turn 14 for this turn description.



PACIFIC SHIPYARDS

Based loosely on the streets of Vancouver, British Columbia, the Pacific Shipyards track is a stretch of pavement that includes all aspects of a mixed urban environment. Shipyards, industrial areas, warehouse districts, bridges, viaducts, residential areas—it's all here, but there aren't many straights to let you maximize your speed. Visibility is limited in spots, with all sorts of obstacles, such as trucks and trailers, fences, walls, barricades, guard rails, and many buildings.

Track Analysis

TURN 1: Constant Radius

Turn 1 is fairly wide but has a slight arc. Continue to accelerate hard on the approach to Turn 2.

TURN 2: Constant Radius

This constant-radius turn is tight and abrupt; there is also a notable dip near the apex. Be careful here; on the inside, keep watching for the corner of the curb—it can stop you dead in your tracks if you catch a bumper on it. An outside-to-outside line works well, but make sure not to cut too close to the apex near the middle of the corner.

TURN 3: Constant Radius

Turn 3 is a gentle curve that you can enter on the inside, so trying to transition for an outside entry isn't necessary. The corner is also fairly wide here, so you can use moderately high speeds. Exit to the outside to set up for an outside approach to Turn 4.

TURN 4: Constant Radius

This mild and flat constant-radius corner encourages high speeds. An outside-to-outside line works well, but when you're exiting, prepare to transition to the other side to set up for Turn 5's entry.

TURN 5: Constant Radius

Use a full outside-to-outside line through Turn 5 instead of the suggested one; it's faster. Take this mild turn with a wide open

throttle, and be extremely cautious with your route through the next area as you pass through the warehouse lot. You don't want to collide with the trucks ahead on the left.

TURN 6: Decreasing Radius

Turn 6 is a wide decreasing-radius corner that can be executed at high speed. The main concern here is staying far enough away from the fence on the inside of the turn; it's quite solid.

TURN 7: Constant Radius

This constant-radius turn is lined with concrete dividers. Follow an outside-to-outside line, which is slightly better than the suggested line on the track. Don't be afraid to take it quickly, but give yourself enough room on the outside to stay off the dividers.

TURN 8A: Decreasing Radius

Decrease your speed on the approach to Turn 8 and watch for the opposing brick wall. The approach is between a chain fence and a building. Keep your line close to the suggested line and make the quick transition out of the turn to set up for Turn 8B, which comes up very quickly.

TURN 8B: Constant Radius

For this constant-radius turn, use an outside-to-outside line instead of the suggested one.

The turn is quite flat and features a milder angle than Turn 8A. Note the small ramp near the exit; it could cause a loss of control or bottoming out if your suspension is set too stiff. Once you're out of the alley and back in the street, accelerate aggressively toward the underpass.

TURN 9A: Decreasing Radius

This large oval series of turns can be quite tricky. The entrance to Turn 9A is on an arc itself, so you *must* trail brake. The apex of this turn is near the track's transition from asphalt to cobblestone. Don't be too aggressive through Turns 9A and 9B, since any mistakes make it impossible to take full advantage of the exit speeds possible out of Turn 9C.

TURN 9B: Increasing Radius

Again, keep your line and speed conservative while moving through this turn. Think of this as the real setup for 9C. Exit on the outside to get an approach that's as wide as possible for the next corner.

TURN 9C: Increasing Radius

Turn 9C proves the value of an error-free approach. Get aggressive and power through this turn. Follow a late apex and cut in close to the inside, then straighten out as quickly as possible. Exit the turn with as

much speed as possible to really rip down the following straightaway.

NOTE: If you're familiar with Vancouver, look off the right side of the bridge. From there you can see Hotel Vancouver and Harbour Center.

TURN 10: Increasing Radius

Watch for the slight right bend near the tunnel entrance. It can throw off your rhythm if you're not paying attention, and you don't want to weave back and forth trying to regain control inside the tunnel. Keep your speed at moderate levels until you pass the apex. Then, hug the inside and power out of the rest of the turn with some hard acceleration. Exit on the inside to reduce your transitioning for Turn 11.

TURN 11: Constant Radius

Be cautious while executing your line around Turn 11. The track is narrower here and has an irregular surface near the apex. Don't cut near the apex too sharply—a guardrail sticks out from the inside of the turn. Stay off the opposing concrete wall and focus on making a clean line out of the narrow exit.

TURN 12: Constant Radius

Another prominent guardrail sticks out of the inside of Turn 12. This abrupt, flat corner also

TRACKS - POINT-TO-POINT

Critical Point <<

Maximum grip, stiff suspension, and gearing tuned for maximum acceleration are required to really stand apart from the competition on this track. The corners and lines are difficult; tune your car to make it as responsive as possible on the numerous short sprint sections throughout this track.



has narrow exit. Experiment with the line here, but we recommend an outside-to-outside line.

TURN 13: Double Apex

This tricky turn is actually two right angles combined into what becomes a double apex turn. Treat it just like a double apex: hug close to both apexes but come out wide to the outside while between the two. The

Note <<

Racing this track in reverse is much the same with one major exception: you must invert the turn types and suggested lines for increasing/decreasing radius turns.



Technical Difficulty: High
Track Length: 4.05 miles

	Track
	Tunnel
	Bridge



closer you are to the inside of the second apex, the straighter your line is for the turn exit. This helps reduce transitioning time, because you want to approach Turn 14 from as far to the outside as you can manage.

TURN 14: Increasing Radius

Turn 14 is a very wide increasing-radius turn that can be taken at high speed. Enter from wide to

the outside and follow a wider arc out beyond the suggested line on the track (it cuts too sharply to the inside). Keep your speed high and take a very late-apex line here. This lets you get in close to the inside of the corner quicker, so you can blast out down the following straight.

TURN 15: Kink

This last turn is not too much of

an issue unless either your handling is rated very low or you approach the turn from the inside at high speed (which will undoubtedly cause an understeer problem). Cut the angle off the kink by using an aggressive outside-to-outside line that moves in very close to the apex of the corner.

PACIFIC SHIPYARDS II

Pacific Shipyards II is the reverse version of the first Pacific Shipyards track. The most important change is to the racing line through the track, but it only applies to increasing or decreasing radius turns. For example, an increasing radius turn on Pacific Shipyards I is now a decreasing radius turn on this track. Visibility is still limited in areas surrounding tall buildings and tight alleys. Also, watch for low curbs on the inside of corners that can snag your car on the way through.

Track Analysis

TURN 1: Decreasing Radius

Approach Turn 1 on the outside. Follow the dotted white line on the road. When you get close to the tractor that's outside the fence, cut hard to the inside of the corner and stay on the inside through the corner exit. This is actually a kink (rather than a right angle), but it can be treated as a decreasing radius turn.

TURN 2: Double Apex

Watch the approach to Turn 2 carefully. Reduce your speed by the time you cross over the white left-turn arrows on the road. If you haven't gotten your speed down by that point, understeer becomes an issue. Swing wide to the outside in the middle of the turn; when the second apex is visible, turn back into the inside of the corner and exit on the inside.

TURN 3: Constant Radius

Turn 3 is a simple kink. Cut the angle off this turn with an outside-to-outside line. Be careful to stay clear of the tall concrete wall on the right.

TURN 4: Constant Radius

This second kink feels slightly more angled than the one immediately before it. Both turns are somewhat forgiving but too much speed makes understeer a problem.

TURN 5: Decreasing Radius

Turn 5 is a high speed sweeper. Keep off the guardrail, but if you do have to hit it, make sure it's with the front quarter panel. Don't slide your back end out into it; this can cause a loss of control. Be cautious on the exit—the radius of the turn gets very tight there.

TURN 6A: Decreasing Radius

Speed is high as you come off the bridge. As you approach this turn, keep an eye out for the red cobblestone streets coming up past the turn entry. If you can see them, your speed should be pretty low to avoid understeer and hitting the outside wall.

TURN 6B: Decreasing Radius

Outside-to-outside lines work well in the Turn 6 series. But this corner can be trickier. The turn tightens up slightly in the middle of the corner, and can force you into outside wall.

TURN 6C: Increasing Radius

Turn 6c shouldn't be a problem, since your speed is low from the two previous corners. Focus on throttling up for an aggressive exit out of this turn series.

TURN 7A: Constant Radius

For this turn entry, you should be in the right lane, on the right side of the white dotted line. Line up with the wooden signs pointing

you in the right direction. Cut into the inside of the turn near the exit and follow tightly alongside the grey concrete wall on the left. Line up for an outside approach to Turn 7b.

TURN 7B: Increasing Radius

Keep wide on an outside approach to this turn. Watch for the wooden signs near the entry. There are four boards, then a chain link fence past them that's nearly invisible. Use the signs as an indicator of how far out on the outside you can safely go—but it's better to keep on the inside of the turn near the building.

TURN 8: Constant Radius

The approach to this turn should be on the outside along the buildings wall. The curved orange/white concrete barriers are clearly seen on the outside. As soon as you see the same barriers start on the right side, cut in smoothly and follow the inside of the curve to the exit.

TURN 9: Increasing Radius

Look for the container cranes in the background as you approach this turn. The outside of this corner is lined with cars. As soon as you cross the white pedestrian crosswalk at the turn entry, cut in tight to the inside of the corner. Watch carefully for the fence/gate on the inside. The sign is visible but the fence

isn't. The straight stretch through the warehouse area with the trucks is an ok place to pass if your acceleration is high enough, but stay away from the trucks parked throughout this alley.

TURN 10: Constant Radius

Stick to the outside on the approach to Turn 10, and keep an eye out for the chain link cage on the right near the turn entry. Again there are white and orange concrete barriers that line the outside of the turn. Transition to the right side of the track for a wide approach to Turn 11.

TURN 11: Constant Radius

This is the final turn before the bridge here, so be conservative on your line to avoid mistakes and give you a solid approach for the upcoming straight stretch.

TURN 12: Constant Radius

Turn 12 requires an outside-to-inside line to eliminate the transition from one side of the track to the other. This tactic sets you up nicely for the approach to Turn 13.

TURN 13: Constant Radius

Cut across the inside of Turn 13 to reduce the angle. Be very careful not to cut too close: there's a low curb on the inside that will stop you dead in your tracks.

TRACKS - POINT-TO-POINT

Technical Difficulty: High
Track Length: 4.05 miles



TURN 14: Constant Radius

This mild corner is the last challenge before the finish line, but isn't too threatening of a turn. Be very careful here and avoid any mistakes—there's little time to recover on this final stretch.



AUTCROSS TRACKS

Autocross tracks pit you against the clock. Every track has a finite number of gates (cone pairs) to complete; each pair is worth the same penalty if missed or hit off its base. These generally narrower tracks are not as forgiving as regular track circuits, so you have to be very precise and technical in these following venues.

AUTCROSS TRACK 1: THUNDERBOLT

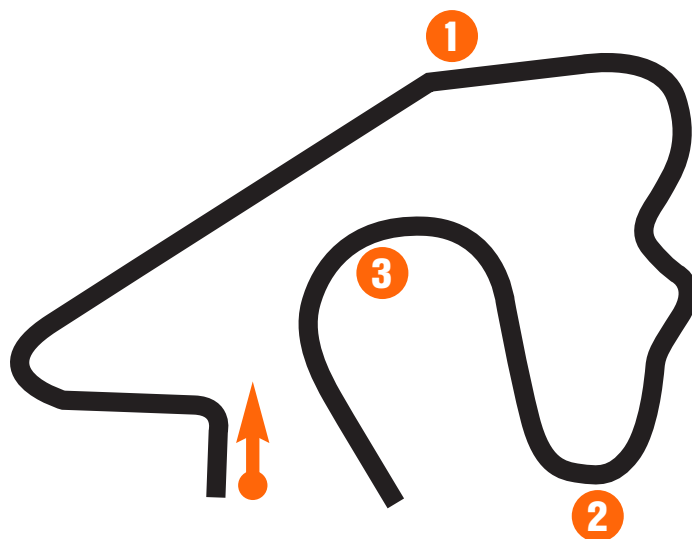
Technical Difficulty: Low

Track Length: 0.34 miles

Gates: 50

Critical Point <<

At the end of the first straight (near the entrance to the pit), be extra cautious in this series of sharp turns.



Track Analysis

TURN 1: Kink

This kink is something of a bottleneck, which causes the most problems on this track. The preceding straightaway encourages higher speeds, so be very cautious coming into this section.

TURN 2: Constant Radius

This is a pretty tight corner, but easily navigated with moderate braking and an outside line on the entry.

TURN 3: Sweeper

Take this sweeper quickly, but keep your steering smooth.



AUTOCROSS TRACK 2: INTRUDER

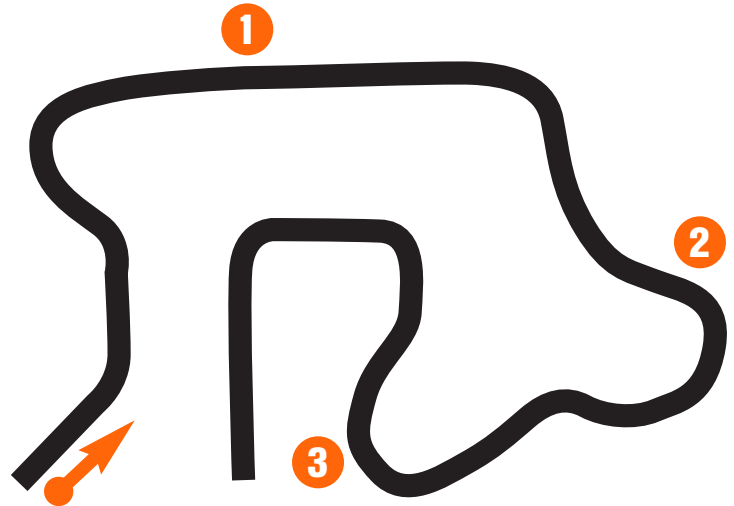
Technical Difficulty: Low

Track Length: 0.37 miles

Gates: 86

Critical Point <<

Most of this track is straightaway. Since acceleration won't be crucial here, tweak your final drive ratio to increase your top speed. Also, the course is very flat, so you can lower your ride height and stiffen all your suspension up to the max. Make sure you have professional tires for maximum grip when racing this course.



Track Analysis

TURN 1: Kinks

This relatively straight section is actually a series of zigzag kinks. You should be able to easily find a straight line route through the zigzags.

TURN 2: Decreasing Radius

Be extra careful while executing this corner. The cones don't always give you ample clues on where the track is going next, which can make it tricky to get around difficult turns. Keep speeds low.

TURN 3: Increasing Radius

As with most increasing-radius turns, you can power out of the corner after the apex. However, the next series involves a decreasing radius, then a constant radius, so keep your speed down after exiting this first turn. This way, you won't enter the decreasing radius corner too fast.

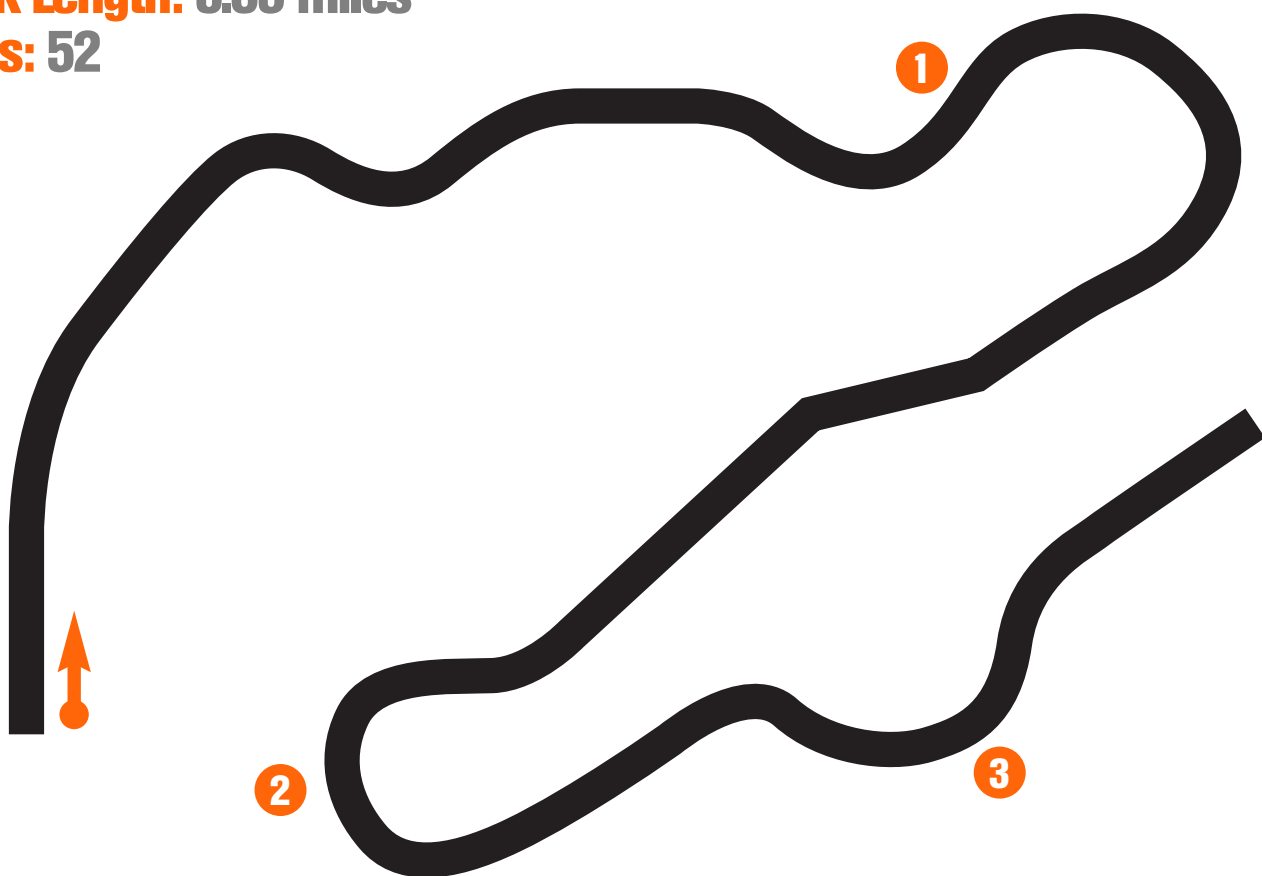


AUTCROSS TRACK 3: HARRIER

Technical Difficulty: Low

Track Length: 0.35 miles

Gates: 52



Track Analysis

TURN 1: Constant Radius

You have to anticipate this turn, as it comes up quickly and is easy to miss completely.

TURN 2: Hairpin

Apply early braking to decrease your speed from the preceding straight section.

TURN 3: Constant Radius

This last turn before the finish can be problematic due to the speed gained after exiting Turn 2.

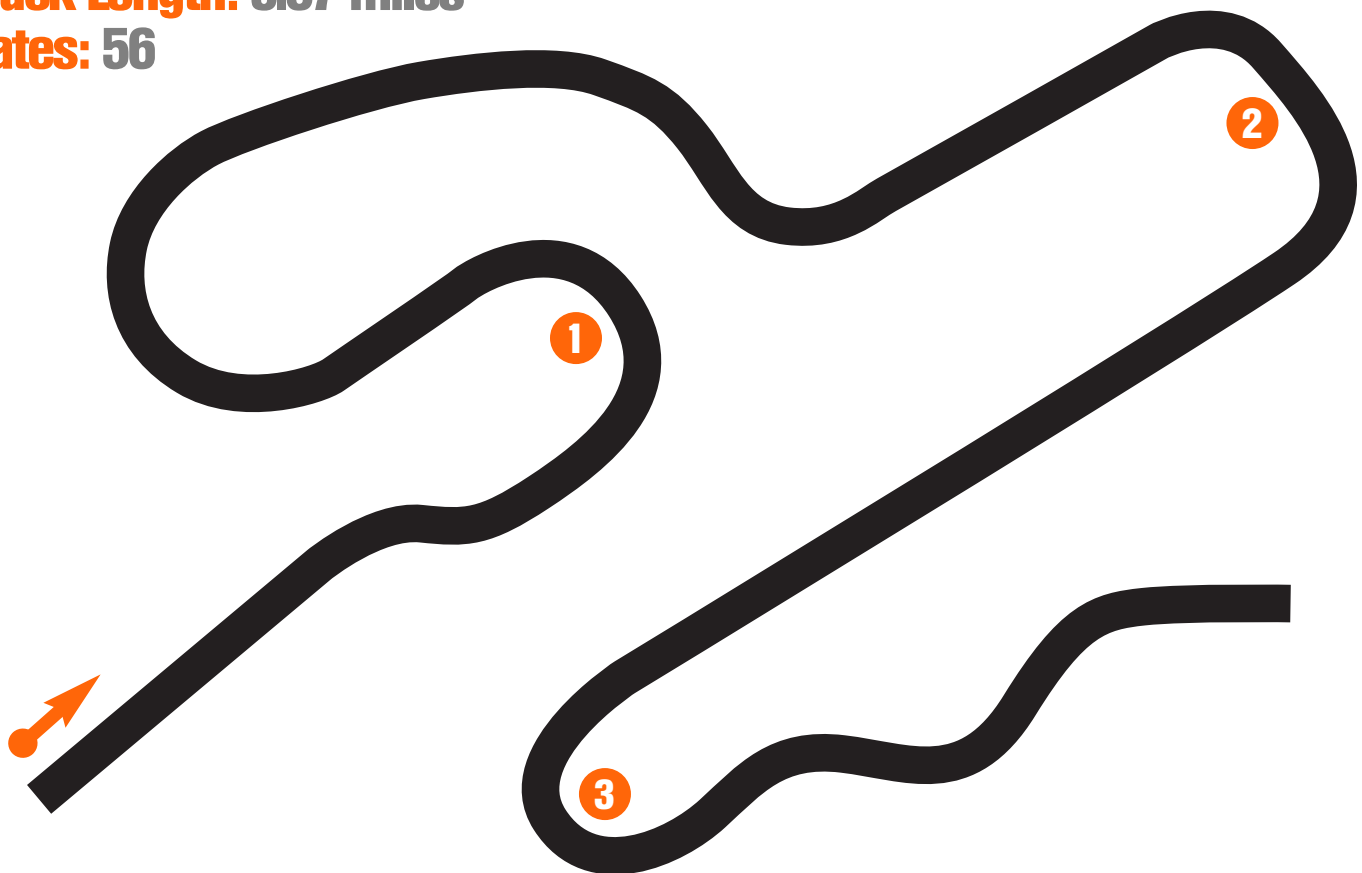


AUTOCROSS TRACK 4: TOMCAT

Technical Difficulty: Moderate

Track Length: 0.37 miles

Gates: 56



Track Analysis

TURN 1: Constant Radius

This deceptively sharp turn can easily cause a slide. Be patient and conservative with your speed while moving through.

TURN 2: Double Apex

Turn 2 is a wide double apex that you can take at moderate speeds; just be very smooth with the controls.

TURN 3: Hairpin

Expect the worst from this turn. Brake hard before the entry to ensure that you don't slide right off the track.

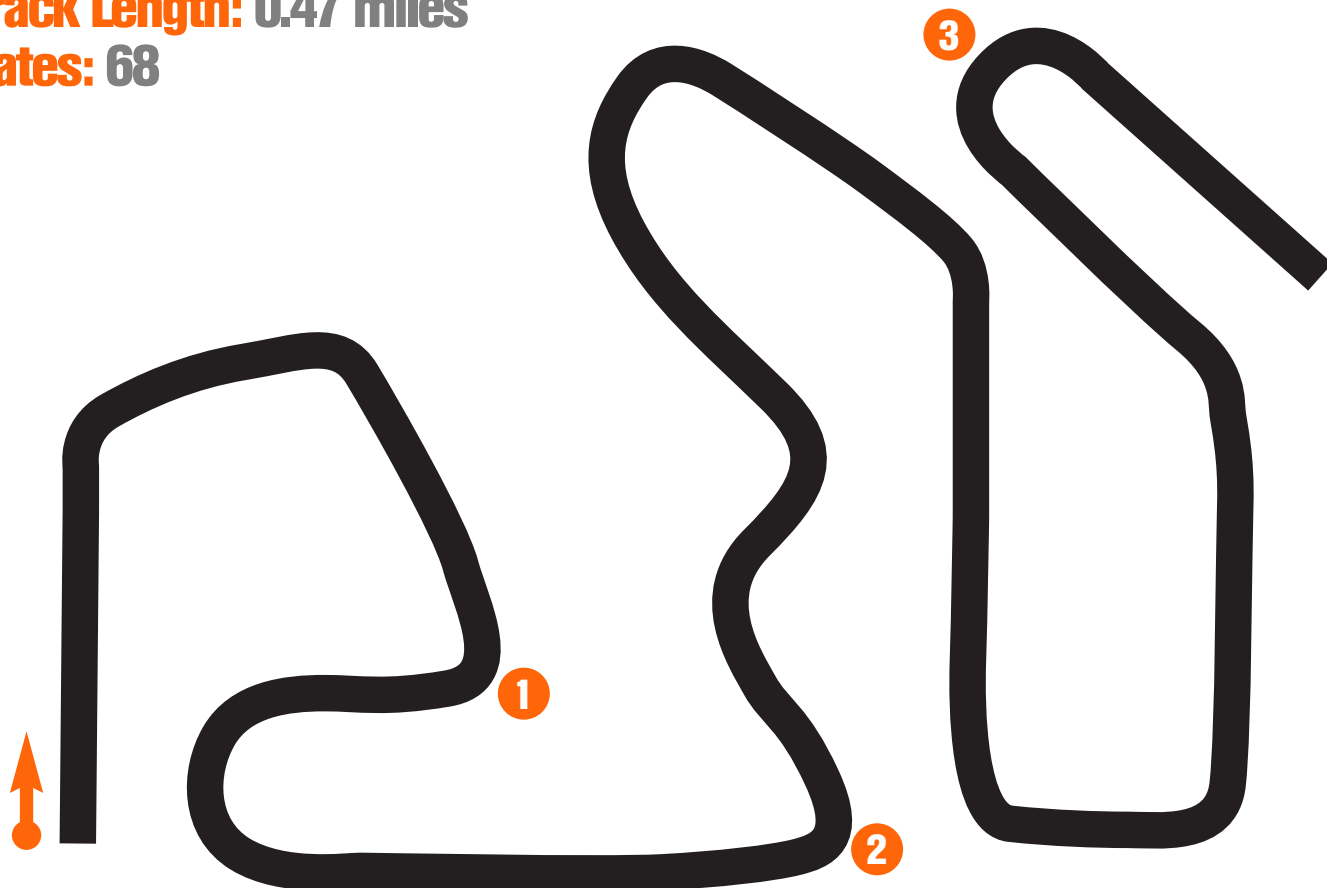


AUTCROSS TRACK 5: EAGLE

Technical Difficulty: High

Track Length: 0.47 miles

Gates: 68



Track Analysis

TURN 1: Decreasing Radius

This decreasing-radius turn is very easy to overshoot because of its unexpected angle. Brake hard before the turn entrance and keep your speed quite low.

due to the direction change (kink) just before the turn entrance. Since you've built some speed from the proceeding straightway, brake substantially before this turn.

TURN 2: Decreasing Radius

Turn 2 is another problem corner for those not familiar with controlled technical braking. Reduce speed significantly before executing this turn.

TURN 3: Hairpin

This hairpin is made more difficult

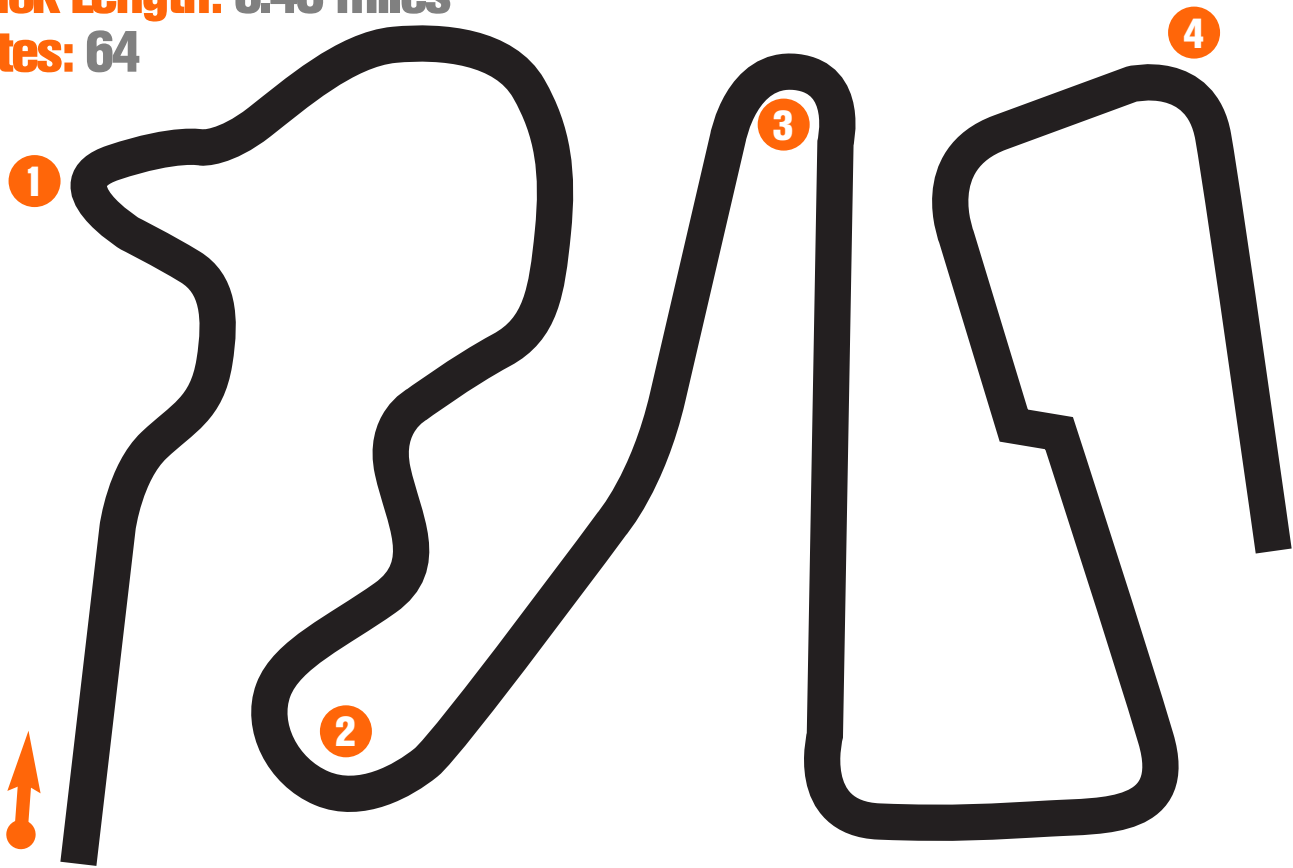


AUTOCROSS TRACK 6: MIRAGE

Technical Difficulty: High

Track Length: 0.48 miles

Gates: 64



Track Analysis

TURN 1: Constant Radius

A difficult corner combination—punctuated by this sharp constant-radius turn—comes immediately after the start. Don't be too hasty or heavy footed; you need to be moving fairly slow to get through these turns successfully.

TURN 2: Increasing Radius

Turn 2 has a very sharp entry. Enter from far on the outside and reduce your speed.

TURN 3: Hairpin

Although not a full hairpin turn (technically speaking), this corner can be executed efficiently by following a line similar to the one recommended for a regular hairpin. Brake early for this extreme turn.

TURN 4: Decreasing Radius

Follow a wide outside-to-outside line through Turn 4 at slow-to-moderate speeds. Try to make the turn in one continuous smooth arc.

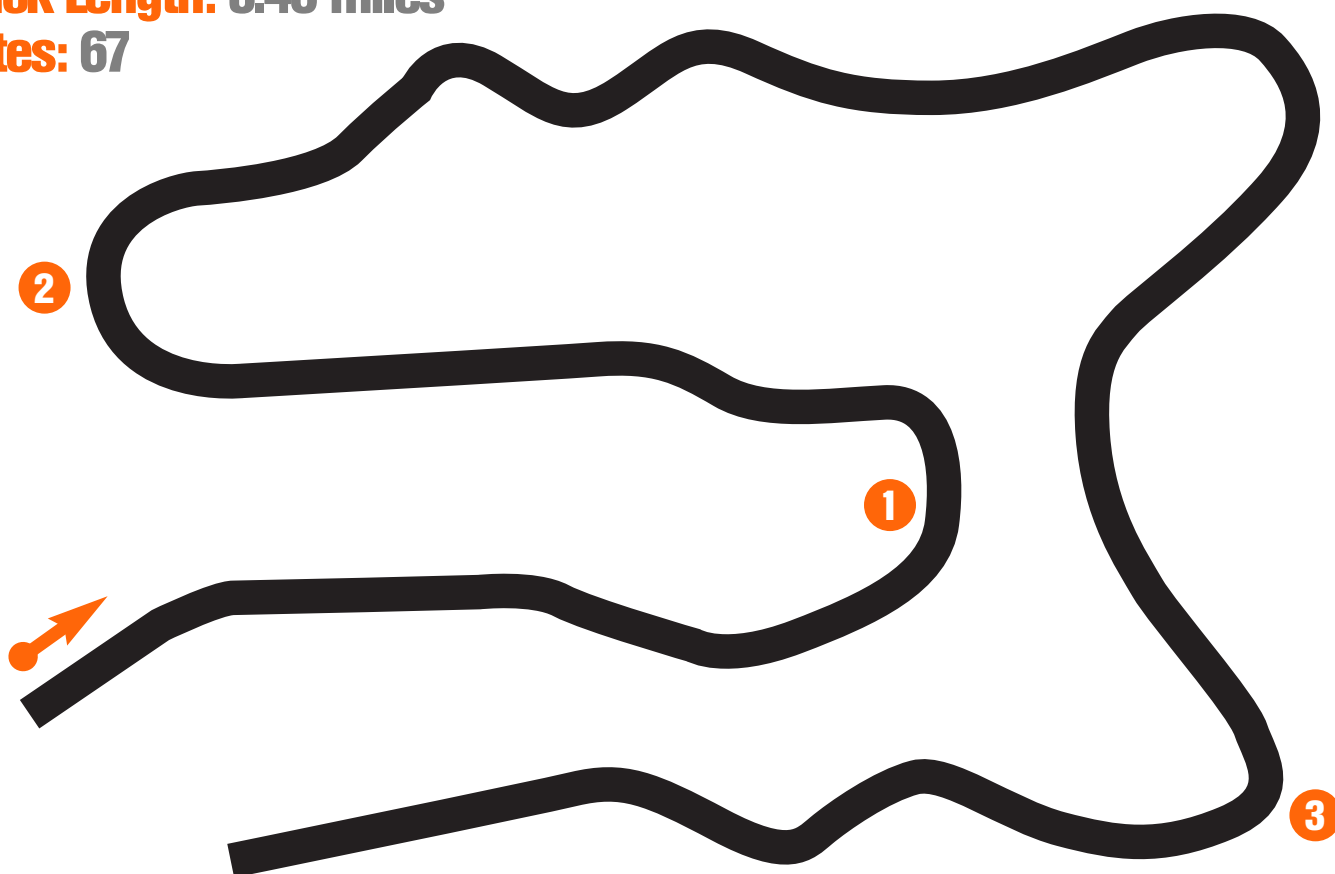


AUTCROSS TRACK 7: HORNET

Technical Difficulty: High

Track Length: 0.43 miles

Gates: 67



Track Analysis

TURN 1: Decreasing Radius

Turn 1 can be very tricky, as it gets progressively narrower; reduce your speed progressively as well.

TURN 2: Constant Radius

Slow down in anticipation of this turn and follow it through with a nice, even arc.

TURN 3: Increasing Radius

Watch your speed as you enter this corner; it's the last major turn before the finish. Approach from as far outside as you can get and cut slowly across the middle.

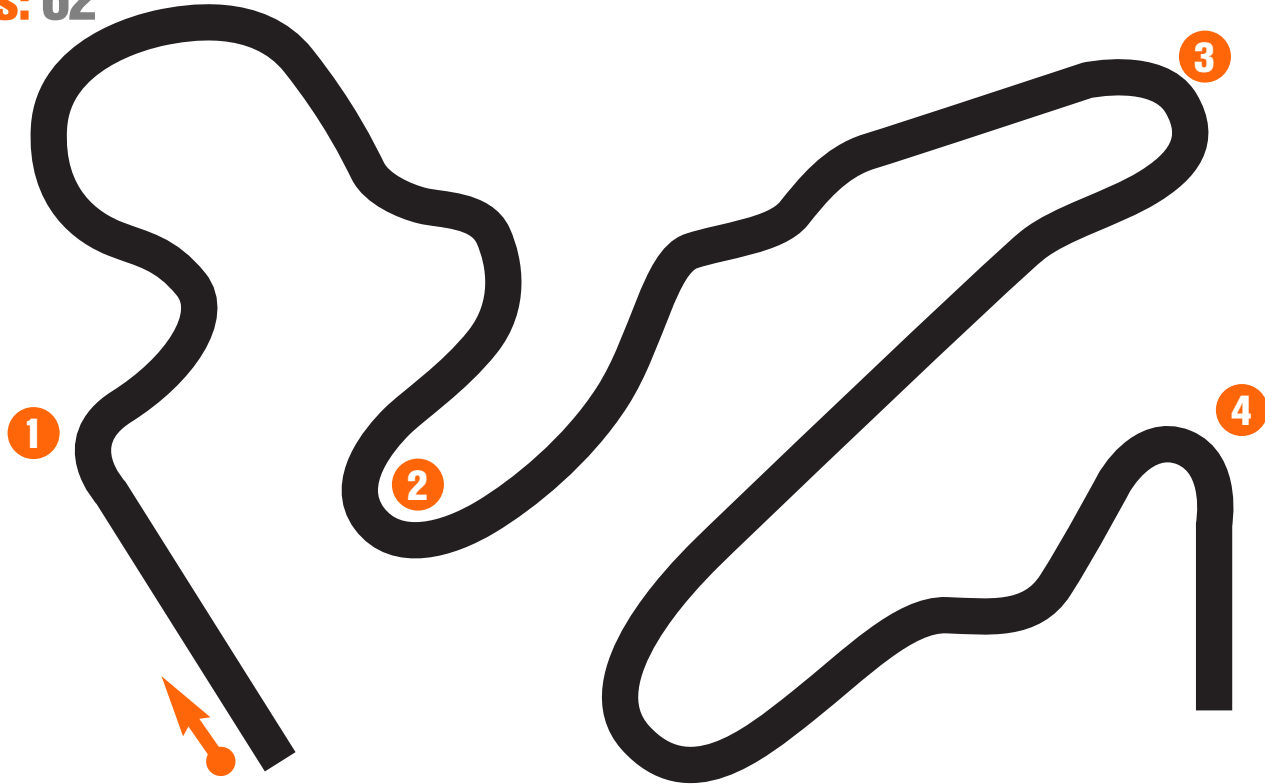


AUTOCROSS TRACK 8: TORNADO

Technical Difficulty: High

Track Length: 0.43 miles

Gates: 62



Track Analysis

TURN 1: Constant Radius

Enter Turn 1 on the far outside, then transfer to the inside to hug it all the way through. Reduce your speed greatly prior to entry. Exit on the inside and you're in a great spot for the following turn.

TURN 2: Constant Radius

Approach Turn 2 from the outside. At a moderate speed, move over to hug the apex through the rest of the turn.

TURN 3: Decreasing Radius

The speed gained from the

previous straight can spell trouble on this turn. Reduce your speed significantly before entering the turn.

TURN 4: Constant Radius

The finish line is right around this last turn. Enter from the outside and cut across the apex to the outside as you exit.

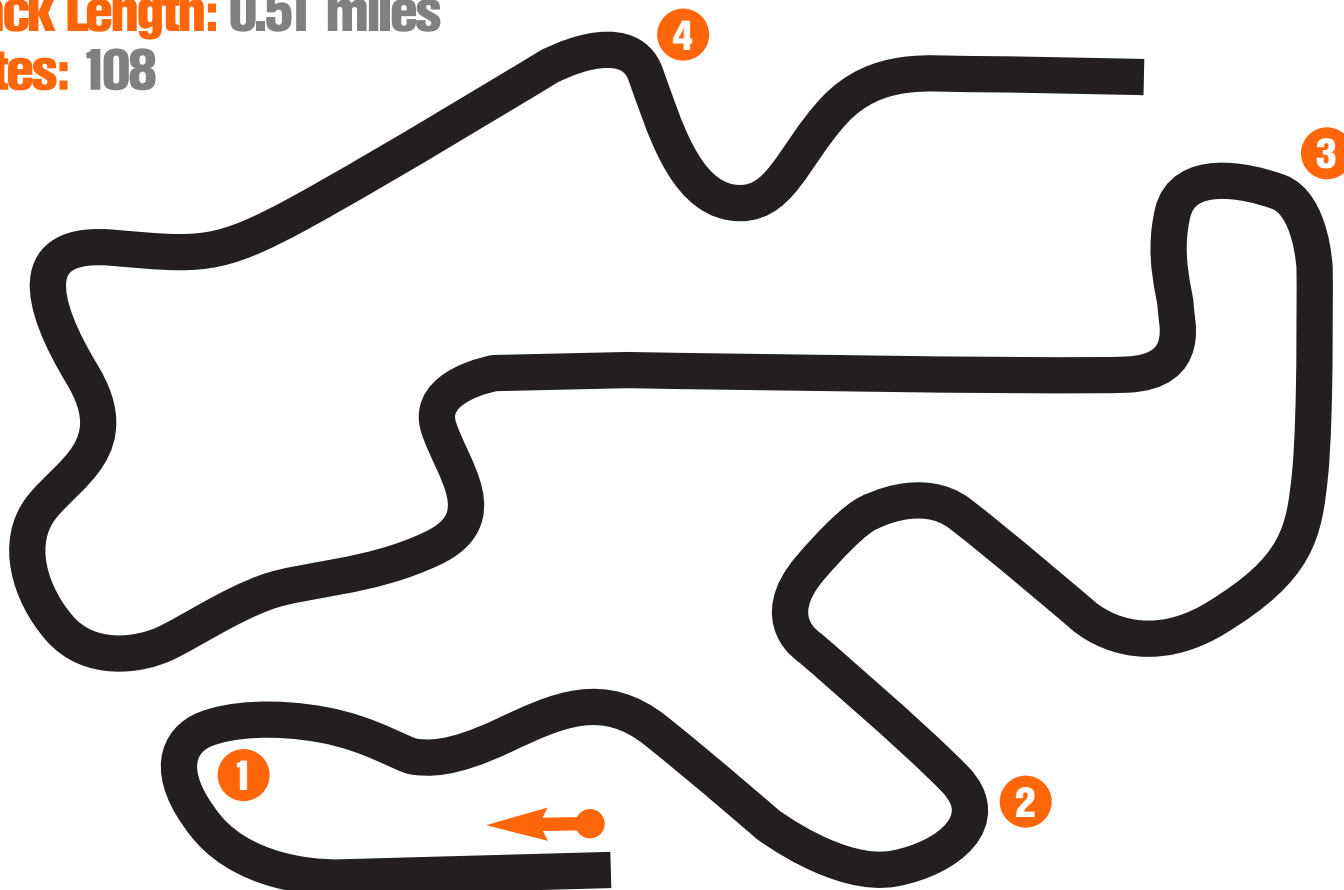


AUTCROSS TRACK 9: FALCON

Technical Difficulty: High

Track Length: 0.51 miles

Gates: 108



Track Analysis

TURN 1: Decreasing Radius

Turn 1 is quite difficult to execute without hitting any cones. This corner starts off as a mild arc but quickly becomes very sharp; slow to a crawl.

TURN 2: Decreasing Radius

Turn 2 is another unexpectedly sharp corner. Enter from the outside and hug the apex all the way through the rest of the turn.

TURN 3: Decreasing Radius

Reduce your speed appropriately before entering this turn; take

full advantage of the preceding straightaway for sufficient braking.

TURN 4: Decreasing Radius

This last turn will definitely throw you off if you're too overzealous to get to the finish line. Hit the brakes hard and reduce your speed to a slow roll through this highly angled turn.

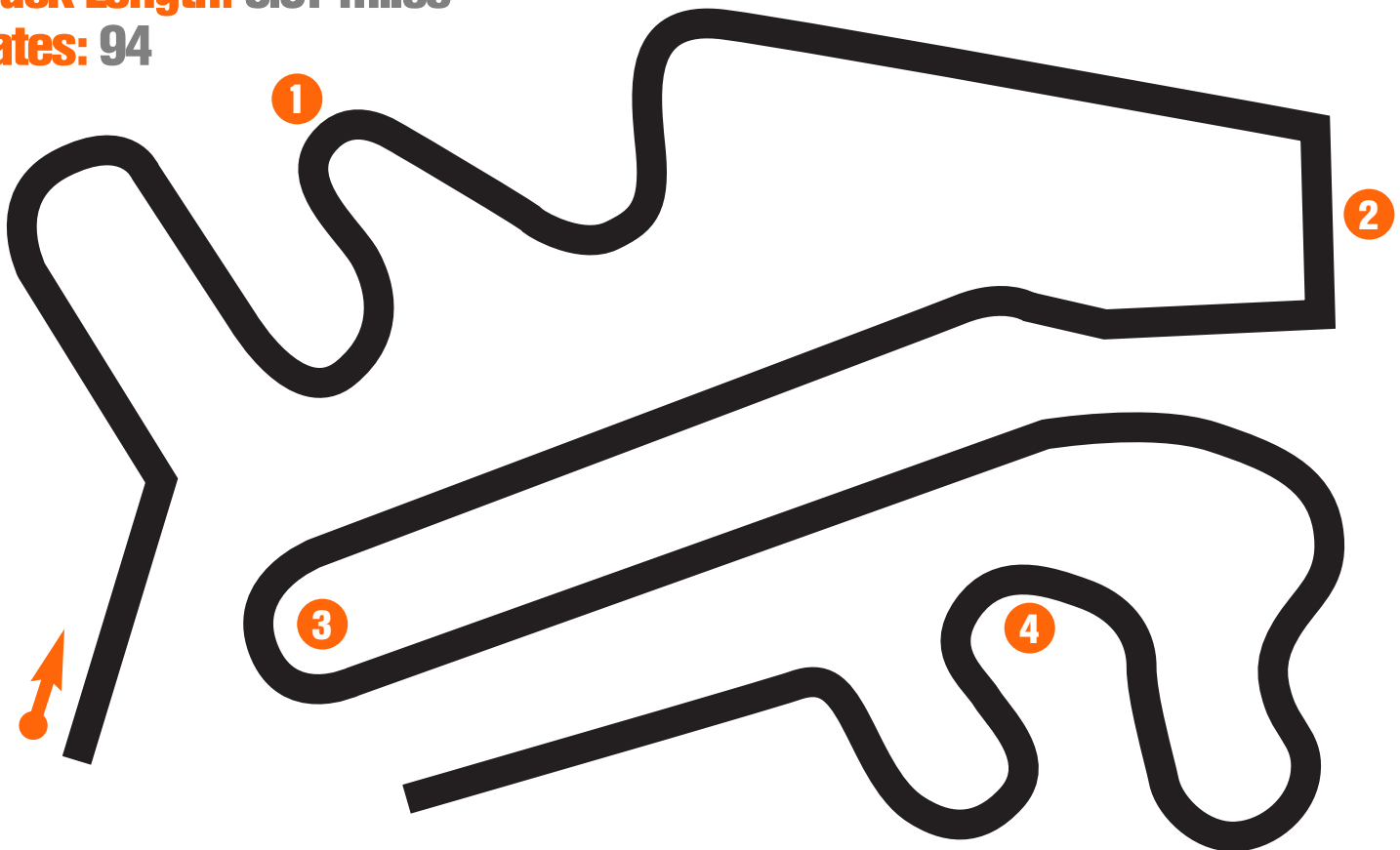


AUTOCROSS TRACK 10: NIGHTHAWK

Technical Difficulty: High

Track Length: 0.61 miles

Gates: 94



Track Analysis

TURN 1: Increasing Radius

Turn 1 is extremely sharp on the entrance; brake heavily before starting the turn. If you can manage it, a late-apex line works great to straighten your line out sooner.

TURN 2: Double Apex

This corner is a strange cross between a double apex and a double right-angle hairpin. Approach very cautiously from the outside at very low speed. Use a textbook line from a double-apex turn to get through this effectively.

TURN 3: Hairpin

Turn 3 is a typical hairpin that demands slow speed and a conservative line.

TURN 4: Decreasing Radius

This decreasing-radius turn requires slow speed to avoid understeer when past the apex of the turn.



DRAG STRIP

The drag track is meant for tuning your car's performance on short runs on the asphalt. Spend some quality time here adjusting your gearing to optimize it for the various types of racing or track conditions you expect to be working with next.

Technical Difficulty: Easy

Track Length: 0.25 miles



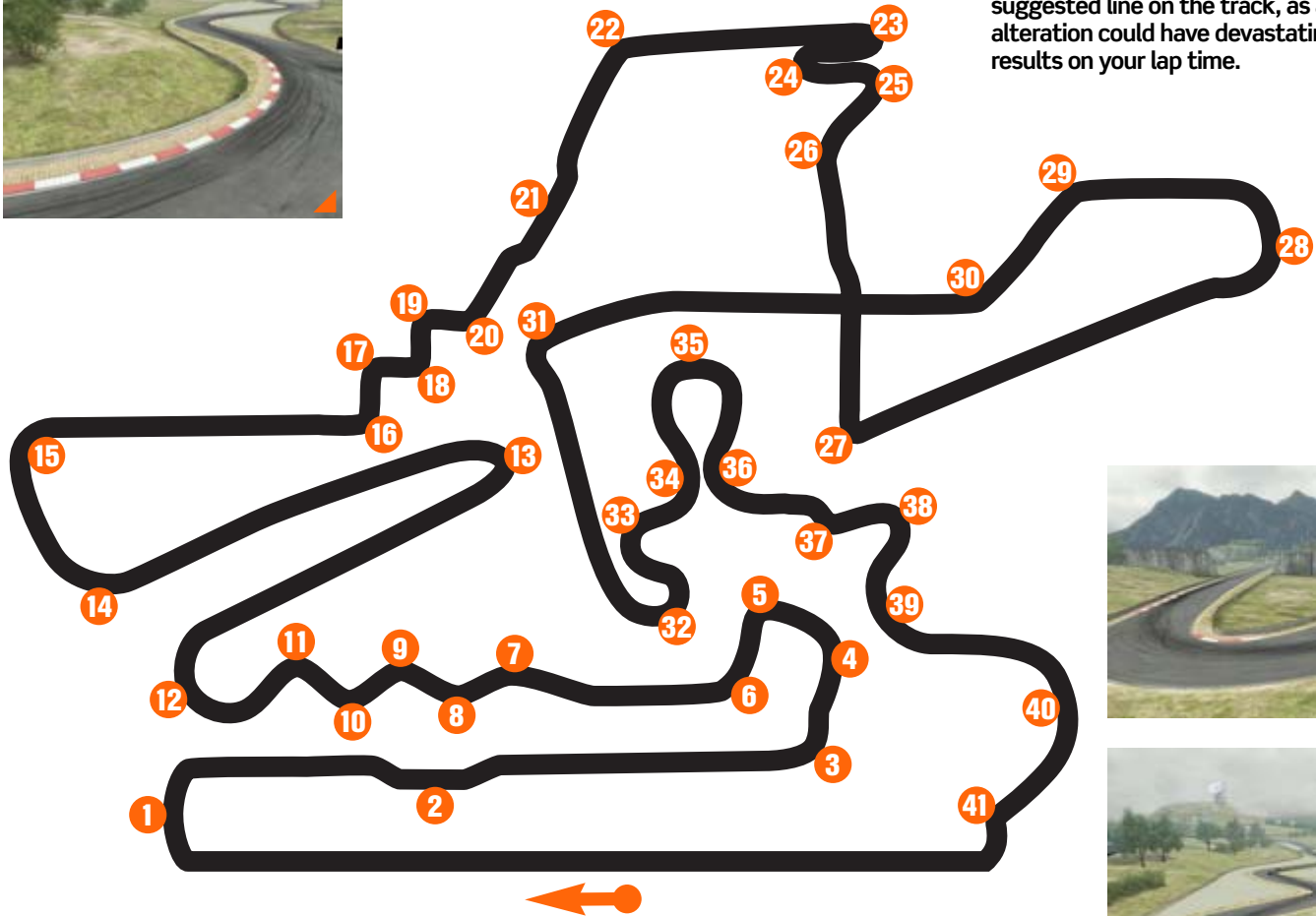
TEST TRACK INFIELD

Technical Difficulty: Insane
Track Length: 4.78 miles



Critical Point <<

There really can be no track analysis for a test track of this complexity. The entire layout is made up of numerous examples of turns you have already seen throughout the game. The only real strategy here is to get through this insanely difficult course in one piece. It's highly recommended that you follow the suggested line on the track, as any alteration could have devastating results on your lap time.



Track Analysis

TURN 1: Constant Radius
TURN 2: Double Chicane
TURN 3: Constant Radius
TURN 4: Increasing Radius
TURN 5: Decreasing Radius
TURN 6: Constant Radius
TURN 7: Constant Radius
TURN 8: Constant Radius
TURN 9: Constant Radius
TURN 10: Constant Radius
TURN 11: Constant Radius

TURN 12: Sweeper
TURN 13: Hairpin
TURN 14: Constant Radius
TURN 15: Constant Radius
TURN 16: Right Angle
TURN 17: Right Angle
TURN 18: Right Angle
TURN 19: Right Angle
TURN 20: Constant Radius
TURN 21: Double Chicane
TURN 22: Constant Radius

TURN 23: Hairpin
TURN 24: Hairpin
TURN 25: Constant Radius
TURN 26: Constant Radius
TURN 27: Constant Radius
TURN 28: Constant Radius
TURN 29: Constant Radius
TURN 30: Constant Radius
TURN 31: Decreasing Radius
TURN 32: Decreasing Radius
TURN 33: Constant Radius

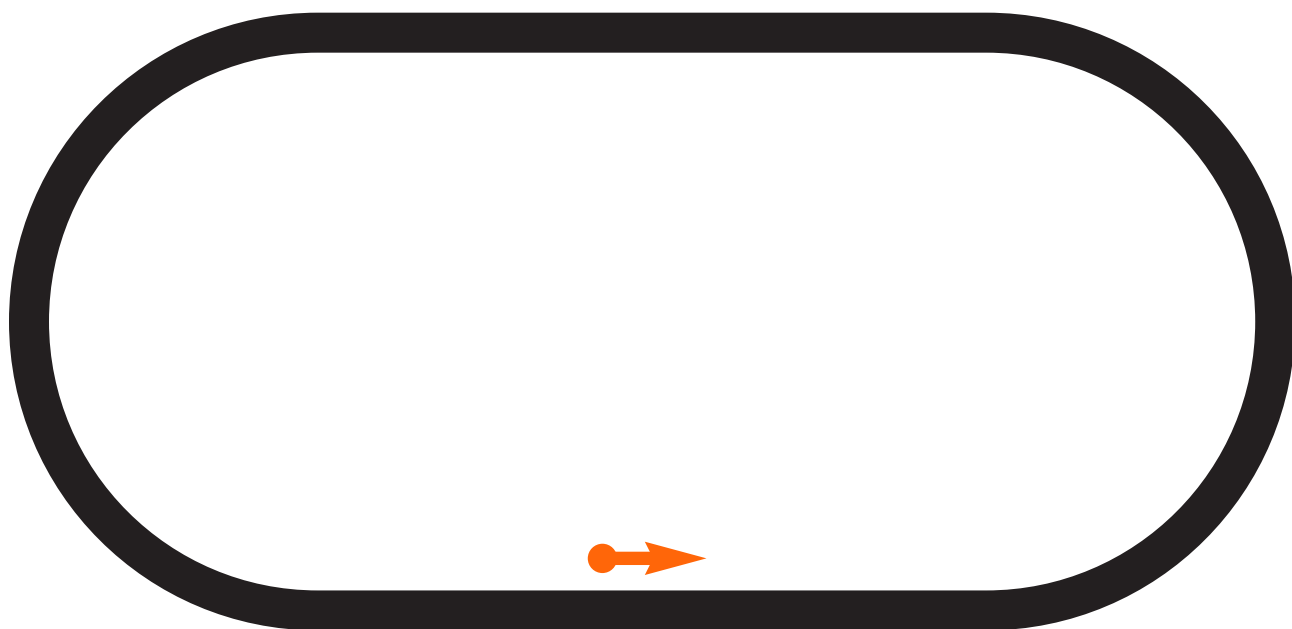
TURN 34: Constant Radius
TURN 35: Constant Radius
TURN 36: Constant Radius
TURN 37: Chicane
TURN 38: Decreasing Radius
TURN 39: Constant Radius
TURN 40: Constant Radius
TURN 41: Chicane

TEST TRACK OVAL

Use this track for testing your performance tuning setup. You'll undoubtedly be able to reach your car's maximum top speed on this immense test track.

Technical Difficulty: Low

Track Length: 4.97 miles



CONCLUSION

Now that we've provided some in-depth analysis of each track in *Forza Motorsport*, keep in mind that the rules of racing always apply when you're on the track. No matter how enhanced the performance of your car is, it can't defy the laws of physics. Remember "slow in-fast out," and know what turn is coming up before you get there!



APPENDIX I: CAR STATS

R Class

Class	Make	Model	Motor	Speed	Accel.	Braking	Corner	Rarity NA	Rarity Asia	Rarity EU
R-P1	Audi	2001 #1 Infineon R8	Mid	7.6	8.8	9	9	10	10	10
R-P1	Audi	2001 #38 Champion R8	Mid	7.6	8.8	9	9	10	10	10
R-P1	Audi	2001 #4 Johansson R8	Mid	7.6	8.8	9	9	10	10	10
R-P1	Bentley	2003 #7 Speed 8	Mid	7.6	8.9	9.1	9.1	10	10	10
R-P1	BMW Motorsport	1997 #42 McLaren F1 GTR	Mid	7.9	9.5	7.9	7.8	10	10	10
R-P1	BMW Motorsport	1999 #15 V12 LMR	Mid	7.5	9.3	9	9	10	10	10
R-P1	Ferrari	1996 #12 Risi Competizione F333SP	Mid	7.7	9.1	9.9	9.9	10	10	10
R-P1	Mercedes	1998 #11 D2 CLK-GTR	Mid	7	7.9	7.3	7.4	10	10	10
R-P1	Nissan	1998 #32 R390 GT1	Rear	7.5	8.6	7.3	7.3	10	10	10
R-P1	Panoz	2002 #10 JML LMP01 EPP	Front	6.8	9.2	9.9	9.8	10	10	10
R-P1	Porsche	1987 #17 Porsche 962c	Mid	7.2	9.2	9.9	9.8	10	10	10
R-P1	Porsche	1998 #26 911 GT1 Le Mans	Mid	7.1	9.2	7.2	7.2	10	10	10
R-P1	Toyota	1999 #27 GT-ONE TS020	Mid	7.4	9	9.5	9.5	10	10	10
R-GTS	Audi	2004 #8 24h Nürburgring TT-R	Front	6.6	7.2	6.4	6.4	9.8	9.8	9.7
R-GTS	BMW Motorsport	2003 #42 M3-GTR	Front	6.6	7.6	6.6	6.5	9.8	9.8	9.7
R-GTS	BMW Motorsport	2003 #43 M3-GTR	Front	6.6	7.6	6.6	6.5	9.8	9.8	9.7
R-GTS	Ferrari	2003 #88 IMSA 550 Maranello	Front	7.5	9.2	6.8	6.7	9.9	9.9	9.8
R-GTS	Honda	2003 #16 G'ZOX - NSX	Front	6.5	7.8	6.9	6.9	9.9	9.8	9.9
R-GTS	Honda	2003 #18 Takata Dome NSX	Front	6.5	7.8	6.9	6.9	9.9	9.8	9.9
R-GTS	Honda	2003 #8 ARTA NSX	Front	6.5	7.6	6.7	6.7	9.9	9.8	9.9
R-GTS	Mercedes	2003 #3 CLK-DTM	Front	7.1	7.5	6.4	6.4	9.9	9.9	9.8
R-GTS	Nissan	2003 #12 Calsonic Skyline	Front	6.4	9.9	6.9	6.9	9.9	9.8	9.9
R-GTS	Nissan	2003 #23 Xanavi NISMO GT-R	Front	6.5	9.9	6.9	6.9	9.9	9.8	9.9
R-GTS	Opel	2003 #5 OPC Team Phoenix Astra V8	Front	6.5	7.3	6.5	6.4	9.9	9.9	9.8
R-GTS	Opel	2003 #6 OPC Team Phoenix Astra V8	Front	6.5	7.3	6.5	6.4	9.9	9.9	9.8
R-GTS	Pagani	2003 #17 IMSA Zonda GR	Mid	7.4	8	6.8	6.9	9.9	9.9	9.8
R-GTS	Saleen	2000 #2 IMSA S7R	Mid	7.7	8.7	9.4	9.2	10	10	10
R-GTS	SEAT	2005 #5 Cupra GT Prototype	Mid	6.6	7.7	6.5	6.5	9.9	9.9	9.8
R-GTS	Toyota	2003 #1 Ultraflow Supra	Front	6.6	7.7	6.8	6.8	9.9	9.8	9.9
R-GTS	Toyota	2003 #36 Woodone TOM'S Supra	Front	6.6	7.7	6.8	6.8	9.9	9.8	9.9
R-GTS	Toyota	2004 #35 Yellow Hat YMS Supra	Front	6.4	7.7	6.9	6.9	9.9	9.8	9.9
R-GT	Acura	2002 #42 RealTime Racing NSX	Mid	6.3	7.4	6.3	6.1	9.7	9.8	9.8
R-GT	Audi	2002 #1 Champion S4 Comp.	Front	6.1	7.6	5.8	5.7	9.8	9.8	9.7
R-GT	Audi	2003 #1 Champion RS 6	Front	6.4	8	5.8	5.7	9.8	9.8	9.7
R-GT	Dodge	2002 #1 Team Zakspeed Viper ACR	Front	6.5	7.3	6.3	6.2	9.7	9.8	9.8
R-GT	Dodge	2003 #23 Viper Competition Coupe	Front	6.8	7.4	6.6	6.6	9.7	9.8	9.8
R-GT	Dodge	2004 #22 Viper Competition Coupe	Front	6.5	7.4	6.6	6.6	9.7	9.8	9.8
R-GT	Ford	2004 #10 Tiger Racing Mustang	Front	6.2	7.5	6.2	6.1	9.7	9.8	9.8

CARS BY CLASS

Class	Make	Model	Motor	Speed	Accel.	Braking	Corner	Rarity NA	Rarity Asia	Rarity EU
R-GT	Nissan	2003 #3 Hasemisport Endless Z	Front	6.1	6.4	6.5	6.4	9.8	9.7	9.8
R-GT	Porsche	2000 #23 IMSA 911 GT3-RS	Rear	6.5	7.5	6.5	6.4	9.8	9.8	9.7
R-GT	Porsche	2003 #22 3R-Racing 911 GT3 Cup	Rear	6.3	7.8	6.1	5.9	9.8	9.8	9.7
R-GT	Subaru	2003 #77 Cusco Subaru Advan Impreza	Front	5.8	6.4	6.5	6.5	9.8	9.7	9.8
R-GT	Volvo	2004 #24 At-Speed S60 R	Front	6.4	8.4	5.9	5.9	9.8	9.8	9.7
Min				5.8	6.4	5.8	5.7	9.7	9.7	9.7
Max				7.9	9.9	9.9	9.9	10	10	10

S Class

S1	Chrysler	2005 ME Four-Twelve	Mid	9.9	8.5	5.9	5.7	10	10	10
S1	TVR	1998 Cerbera Speed 12	Front	8.5	7.9	5.6	5.6	10	10	10
S2	Dodge	2000 Hennessey Viper 800TT	Front	9.2	7.7	5.3	5.3	8.1	9.2	9
S2	Ferrari	2003 Enzo Ferrari	Mid	8.5	8.2	5.5	5.5	9.9	9.9	9.9
S2	Koenigsegg	2002 CC8S	Mid	8.7	8.3	5.5	5.5	9.7	9.7	9.7
S2	Porsche	2003 Carrera GT	Mid	8.1	7.7	5.4	5.3	9.8	9.8	9.8
S2	Saleen	2004 S7	Mid	7.8	8.5	7.7	7.5	9.1	9.6	9.5
S2	Toyota	1998 AB Flug S900 Supra Turbo	Front	8	7.1	4.9	4.9	9.5	8.9	9.5
S2	Toyota	1998 VeilSide Supra Fortune 03	Front	8.4	7.1	4.8	4.9	9.6	9	9.6
S2	Toyota	1998 VeilSide Supra Fortune 99	Front	8.6	7.2	5	5	9.7	9	9.7
S3	Dodge	2004 Viper Competition Coupe	Front	7.4	7.3	5.5	5.5	7	8.4	8.2
S3	Ferrari	1967 330 P4	Mid	7.7	8.3	4.9	5	9.5	9.7	9.4
S3	Ferrari	1992 F40	Mid	7.6	6.6	5.1	5.2	9.4	9.5	9.3
S3	Ferrari	1995 F50	Mid	7.7	7.7	5.3	5.3	9.8	9.8	9.8
S3	Ford	1966 GT40	Mid	7.8	7.4	4.7	4.8	9	9.2	9
S3	Jaguar	1993 XJ220	Mid	8.3	7.4	5.4	5.4	9.7	9.7	9.7
S3	Pagani	1999 Zonda C12	Mid	7.3	7.2	5.8	5.8	9.1	8.9	8.3
S3	TVR	2001 Tuscan R	Front	7.3	7.2	5.1	5.1	8	7.8	6.6
S4	Mercedes	2005 SLR	Front	8.1	6.9	5.1	5	9.3	9.5	9.3
S4	Nissan	2002 Mine's Skyline GT-R R34	Front	6.5	8.5	4.9	4.8	8.9	7.9	8.8
S4	Nissan	2002 Tommy Kaira Skyline GT-R R34	Front	6.9	8.6	4.9	4.8	8.9	8	8.8
Min				6.5	6.6	4.7	4.8	7	7.8	6.6
Max				9.9	8.6	7.7	7.5	10	10	10

A Class

A1	Dodge	1999 Viper GTS ACR	Front	7.5	6.9	5.1	5.1	5.6	7	6.7
A1	Dodge	2003 Viper SRT10	Front	7.2	6.9	5	4.9	5.5	6.9	6.5

A Class Continued

Class	Make	Model	Motor	Speed	Accel.	Braking	Corner	Rarity NA	Rarity Asia	Rarity EU
A1	Ferrari	2002 575M Maranello	Front	7.7	6.6	4.6	4.7	8.8	8.6	8.2
A1	Ford	2005 Ford GT	Mid	7.3	6.7	5.2	5.2	7.5	8.6	8.5
A1	Nissan	2002 Skyline GT-R V Spec II Nür	Front	6.8	8.2	4.5	4.5	7.1	5.7	6
A1	Porsche	1995 911 GT2	Rear	7.1	7.3	4.9	4.9	8.8	8.6	8.2
A1	Shelby	1967 Cobra 427 SC	Front	6.5	7.1	4.6	4.6	6.9	7.5	7.3
A2	Ferrari	1984 GTO	Mid	6.9	6.7	4.6	4.7	9.2	9.3	9.2
A2	Ferrari	1993 512 TR	Mid	7	6.4	4.7	4.7	7.5	7.7	6.5
A2	Ferrari	1998 F355 Challenge	Mid	6.8	6.8	5.2	5.3	8.6	8.5	8.1
A2	Ferrari	2004 Challenge Stradale	Mid	7.5	6.5	5.1	5	8.7	8.5	8.1
A2	Ferrari	2005 612 Scaglietti	Front	7.6	6.4	4.8	4.7	6.1	6.2	5.9
A2	Mercedes	2005 CL65 AMG	Front	7.6	6	4.3	4.2	6.2	6.6	6
A2	Mitsubishi	1995 Mine's CP9A Lancer EVO VI	Front	6.7	7.1	4.6	4.6	7.6	6.4	7.8
A2	Panoz	2001 Esperante GTL	Front	6.5	6.3	4.7	4.7	5.8	7.1	6.9
A2	Porsche	1986 959	Rear	7.3	7.8	4.6	4.7	9.6	9.4	9.2
A2	TVR	2001 Tuscan S	Front	6.8	6.9	4.9	4.8	6.4	5.6	5.3
A3	Aston Martin	2001 V12 Vanquish	Front	6.2	5.7	4.5	4.4	8.4	8	7
A3	Aston Martin	2005 DB9 Coupe	Front	6.2	6	4.5	4.4	6.2	6.1	6
A3	Ferrari	1998 355 GTS	Mid	6.8	6.5	4.9	5	6.2	6.3	6
A3	Ferrari	2004 360 Modena	Mid	6.8	6.7	5	4.9	6.3	6.4	5.8
A3	Lotus	2002 Esprit V8	Mid	6.5	6.7	4.8	4.9	5.4	5.6	5.3
A3	Porsche	2003 911 GT3	Rear	7.1	6.5	5.2	5	7.4	7.6	6.3
A3	Shelby	1999 Series 1	Front	6.2	6.4	4.8	4.9	6.4	7.8	7.8
A4	Ford	2000 Saleen Mustang S281	Front	6.4	6.1	4.8	4.8	5.5	6.5	5.7
A4	Mazda	1995 AB Flug RX-7	Front	5.6	6.1	5.1	5.2	5.8	5.8	6.7
A4	Mazda	1995 INGS RX-7	Front	5.6	5.9	5.1	5.1	5.8	5.8	6.8
A4	Mitsubishi	2004 Sparco Lancer Evolution VIII	Front	6.5	7	4.7	4.6	7.8	8.4	8.6
A4	Subaru	2004 Impreza WRX STi Spec-C (J)	Front	6.4	7.5	4.7	4.7	7.8	8.4	8.6
Min				5.6	5.7	4.3	4.2	5.4	5.6	5.3
Max				7.7	8.2	5.2	5.3	9.6	9.4	9.2

B Class

B1	Audi	2003 RS 6	Front	6.3	6.2	4.4	4.3	5.3	5.5	5.1
B1	Bentley	2004 Continental GT	Front	8.1	5.9	4.4	4.2	7.5	7.7	6.6
B1	Ford	2000 Mustang Cobra R	Front	6.5	5.8	4.5	4.5	4.8	5.8	5.4
B2	Dodge	1970 Challenger R/T Hemi	Front	5.5	5.5	4.1	4.2	6.4	6.8	6.7
B2	Dodge	1996 Stealth R/T Turbo	Front	5.9	6.2	4.5	4.6	4.3	5.3	5.2
B2	Ferrari	1964 250 GTO	Front	5.9	5.8	4.1	4.2	9.2	9.3	9.1
B2	Honda	1992 NSX-R (J)	Front	6.2	5.7	4.5	4.6	6.3	4.9	5.8
B2	Lotus	2005 Exige	Mid	5.3	5.9	4.8	4.9	6.9	6.8	6
B2	Mitsubishi	2004 Lancer Evolution VIII FQ-330	Front	6.1	6.4	4.4	4.4	6.1	5.2	4.7
B2	Nissan	1995 Mine's Skyline GT-R R32	Front	5.9	6.4	4.6	4.5	7.8	6.5	7.9
B3	Acura	1997 NSX	Front	6.2	5.4	4.5	4.5	4.9	5.4	5.3
B3	Acura	2004 NSX	Mid	6.2	5.2	4.5	4.5	5	5.5	5.4

B Class Continued

Class	Make	Model	Motor	Speed	Accel.	Braking	Corner	Rarity NA	Rarity Asia	Rarity EU
B3	Ford	1968 Shelby Mustang GT-500KR	Front	4.9	5.6	4.2	4.2	6.9	7	6.7
B3	Ford	2005 Mustang GT	Front	5.7	5.4	4.5	4.5	4.6	5.5	5.3
B3	Honda	2004 NSX-R (J)	Front	6.1	5.3	4.5	4.5	6.4	5	6
B3	Subaru	1998 Tommy Kaira Impreza M20b	Front	6	6.1	4.5	4.6	7.2	6.3	7.7
B3	Toyota	1995 VIS Racing MR2 Turbo T-bar	Mid	5.1	5.9	5	4.8	6.6	5.9	7.3
B3	Toyota	1998 Supra Twin Turbo	Front	6.1	5.6	4.4	4.5	4.5	4.3	4.4
B3	Toyota	2002 Tom's Z382 Soarer	Front	6	5.6	4.4	4.4	7.1	6.3	7.7
B4	Ford	1970 Mustang Boss 429	Front	4.2	5.4	4.2	4.3	6.4	6.8	6.7
B4	Honda	2000 VIS Racing Integra Type-R	Front	5.4	5.2	4.7	4.8	6.7	6	7.3
B4	Honda	2002 Mugen Integra Type-R	Front	5.7	5.4	4.4	4.6	6.9	6.1	7.5
B4	Honda	2003 Mugen S2000	Front	5.3	5.2	4.5	4.5	7.1	6.2	7.6
B4	Lotus	2002 Elise 111S	Mid	5	5.2	4.5	4.6	5.3	4.9	4.4
B4	Mazda	1995 RX-7 Turbo	Front	6	5.5	4.6	4.6	4.6	4.5	4.9
B4	Mazda	2002 RX-7 Spirit R	Front	5.7	5.5	4.5	4.5	5.5	4.8	5.3
B4	Mercedes	2004 C32 AMG	Front	6.1	5.4	4.4	4.4	4.6	4.9	4.6
B4	Nissan	2002 Skyline GT-R V Spec II	Front	5.9	5.9	4.4	4.5	6	4.6	5.1
B4	Nissan	2003 350Z Track	Front	5.8	5.2	4.4	4.5	4.7	5.2	4.6
B4	Porsche	1987 911 Turbo 3.3	Rear	5.7	5.6	4.3	4.3	4.9	5.3	4.7
B4	Porsche	2003 Boxster S	Mid	5.7	5.3	4.6	4.6	4.3	4.7	4.2
B4	Subaru	1998 Impreza 22B STi	Front	5.6	5.9	4.5	4.6	5.5	4.6	5.4
B4	Toyota	2003 APR Performance Celica GTS	Front	5.5	5	4.7	4.8	5.7	5.8	6.5
Min				4.2	5	4.1	4.2	4.3	4.3	4.2
Max				8.1	6.4	5	4.9	9.2	9.3	9.1

C Class

C1	Honda	2004 Mugen Civic Type-R	Front	5.2	5.3	4.6	4.7	6.9	6.1	7.5
C1	Nissan	1994 300ZX Twin Turbo Version R	Front	5.7	5.2	4.3	4.4	4.4	5.2	5
C1	Nissan	1994 Fairlady Twin Turbo	Front	5.7	5.4	4.3	4.4	5.7	4.3	5.5
C1	Nissan	2003 Fairlady	Front	5.6	5.2	4.3	4.4	5.7	4.3	5.5
C1	Porsche	1989 944 Turbo	Front	6	5.4	4.5	4.5	4.6	5.2	4.6
C1	Subaru	2004 Impreza WRX STi	Front	6.3	6	4.3	4.3	4.3	4.4	4.8
C1	Toyota	1995 Tom's T020 MR2	Mid	5.3	5.1	4.6	4.6	6.8	6	7.4
C1	Volvo	2004 S60 R	Front	5.5	5.3	4.3	4.3	4.5	4.6	4.4
C2	Audi	2004 S4	Front	6.5	5.4	4.2	4.3	4.8	5.1	4.6
C2	Infiniti	2003 G35 Coupe	Front	5.1	5.2	4.3	4.4	4.3	5.2	5
C2	Lotus	2005 Elise	Mid	5.7	5.1	4.4	4.6	4.8	4.4	4.2
C2	Mercedes	2003 CLK55 AMG Coupe	Front	6.1	5.3	4.3	4.3	5.2	5.2	4.8
C2	Mitsubishi	1997 3000GT VR-4	Front	6.1	5.4	4.3	4.4	4.6	4.5	4.8
C2	Mitsubishi	2000 Lancer Evolution VI TME	Front	5.7	5.9	4.4	4.4	6	4.6	5.1
C2	Mitsubishi	2004 Lancer Evolution VIII GSR	Front	6.2	5.9	4.3	4.4	4.5	4.2	4.4
C2	Nissan	1995 Skyline GT-R	Front	5.7	5.6	4.3	4.4	5.9	4.5	5
C2	Nissan	2000 Silvia Spec-R	Front	5.5	5.2	4.3	4.3	5.5	4.1	5.2
C2	Nissan	2003 Skyline	Front	5.8	5.2	4.3	4.4	5.5	4.3	4.9

C Class Continued

Class	Make	Model	Motor	Speed	Accel.	Braking	Corner	Rarity NA	Rarity Asia	Rarity EU
C2	Porsche	1973 911 Carrera RS	Rear	5	5.5	4.3	4.3	6.6	7	6.5
C2	Renault	2003 Sport Clio V6 RS	Mid	5.7	5.3	4.4	4.4	5.6	5.3	4.2
C2	Toyota	1995 Border MR2 Turbo T-bar	Mid	5.1	5	4.8	4.7	5.6	5.7	6.4
C2	Toyota	2002 Tom's W123 MR-S	Mid	4.4	5.7	4.6	4.6	6.8	6	7.4
C3	Dodge	2003 SRT4	Front	5.8	4.9	4.2	4.3	4	4.7	4.3
C3	Ferrari	1969 Dino 246 GT	Mid	5.5	5	4.4	4.4	8.5	8.1	7.5
C3	Honda	2002 Integra Type-R (J)	Front	5.4	4.9	4.3	4.4	5.4	4	4.4
C3	Lancia	1974 Stratos HF Stradale	Mid	5.5	5.5	4.4	4.4	6.9	7	6.8
C3	Mitsubishi	1999 Lancer Evolution VI GSR	Front	5.7	5.9	4.3	4.4	5.3	4.1	4.6
C3	Nissan	2004 Altima 3.5 SE	Front	5.7	4.8	4.2	4.2	4.1	4.1	4.1
C3	Porsche	1956 550 A Spyder	Rear	4.7	5.4	4.4	4.5	7.4	7.5	7.3
C4	Audi	2000 S4	Front	5.9	5.2	4.2	4.3	4.4	4.8	4.2
C4	Honda	2003 S2000	Front	5.1	4.7	4.3	4.4	4.4	4.2	4.3
C4	Honda	2004 Wings West Civic	Front	5.3	4.9	4.4	4.4	5.7	5.7	6.4
C4	Lexus	2002 SC430	Front	5.9	5.1	4.3	4.4	4.8	5.4	5.2
C4	Mazda	2004 RX-8	Front	5.3	5	4.4	4.4	4.5	4.2	4.4
C4	Mazda	2004 RX-8 Mazdaspeed	Front	5.3	4.7	4.5	4.5	4.9	5	5.1
C4	Mitsubishi	2003 Eclipse GTS	Mid	5.7	4.7	4.3	4.4	4	4	4.1
C4	Toyota	1995 MR2 Turbo T-Bar	Front	6.1	5	4.4	4.4	4.2	4.1	4.7
C4	Toyota	2002 Soarer 430SCV	Front	5.4	5	4.3	4.4	5.5	4.3	5.4
Min				4.4	4.7	4.2	4.2	4	4	4.1
Max				6.5	6	4.8	4.7	8.5	8.1	7.5

D Class

D1	Acura	2001 Integra Type-R	Front	5.5	4.5	4.2	4.4	4.3	4.9	4.7
D1	Audi	2004 TT Coupe 3.2 quattro	Front	5.8	5	4.3	4.3	4.2	4.4	4.1
D1	Honda	2000 Aerogear Integra Type-R	Front	5.2	5	4.6	4.6	6.5	5.7	5.7
D1	Honda	2000 Integra Type-R (J)	Front	5.1	4.6	4.4	4.5	5.3	4	4.1
D1	Honda	2004 Accord Coupe EX	Front	5.9	4.6	4.2	4.3	4	4.1	4.2
D1	Honda	2004 Civic Type-R (J)	Front	5.5	4.6	4.3	4.4	4	4	4
D1	Jaguar	1961 E-type S1	Front	4.7	5.2	4	4	6.7	7.4	6
D1	Lancia	1992 Delta Integrale EVO	Front	4.8	5	4.3	4.4	5.6	5.5	4.7
D1	Mazda	1990 RX-7 Turbo	Front	5.4	5	4.4	4.4	4.2	4.2	4.3
D1	Mercedes	1954 300SL Gullwing Coupe	Front	5.4	5.1	4.3	4.3	7.3	7.4	7.2
D1	Mitsubishi	1998 FTO GP Version R	Front	5.4	4.6	4.2	4.4	5.4	4.3	5.3
D1	Nissan	1998 Silvia	Front	5.6	5	4.3	4.3	5.5	4.1	4.9
D1	Peugeot	2004 206 GTi 180	Front	5.1	4.8	4.3	4.4	5.3	4.2	4
D1	Toyota	2003 Celica GT-S	Front	5.2	4.7	4.3	4.4	4	4	4.9
D1	Toyota	2004 Altezza RS200	Front	5.2	4.8	4.3	4.4	5.4	4.1	5.3
D1	Volkswagen	2003 Golf R32	Front	5.4	4.9	4.2	4.3	4.4	4.7	4.1
D2	Acura	2002 RSX Type-S	Front	5.4	4.5	4.2	4.3	4.1	4.7	4.8
D2	Acura	2003 3.2 CL Type-S	Front	5.3	4.8	4.1	4.2	4.1	5.2	5.2
D2	Eagle	1998 Talon TSi Turbo	Front	4.8	4.8	4.3	4.4	4.1	5.4	5.3

D Class Continued

Class	Make	Model	Motor	Speed	Accel.	Braking	Corner	Rarity NA	Rarity Asia	Rarity EU
D2	Honda	2000 Prelude Type SH	Front	5.3	4.3	4.1	4.2	4.2	4	4.1
D2	Lexus	2003 IS300	Front	5.1	4.7	4.3	4.3	4.1	4.9	4.2
D2	Mazda	2000 MX-5 Mazdaspeed	Front	4.4	4.8	4.4	4.5	4.5	4.1	4.3
D2	Mitsubishi	1995 Eclipse GSX	Front	5.4	4.8	4.2	4.3	4	4	4.1
D2	Toyota	1992 Supra Turbo	Front	5	4.7	4.3	4.3	4.5	4.2	4.4
D2	Volkswagen	1995 Corrado SLC	Front	5.3	4.6	4.2	4.3	4.2	4.4	4.1
D2	Volkswagen	2004 New Beetle Turbo S	Front	4.8	4.5	4.2	4.3	4	4.1	4
D3	Chrysler	2004 PT Cruiser GT Turbo	Front	4.7	4.5	4.1	4.1	4.1	4.4	4.3
D3	Ford	2003 Focus SVT	Front	4.5	4.4	4.3	4.4	4	4.6	4.3
D3	Honda	1991 CRX Si-R (J)	Front	4.7	4.3	4.3	4.4	4.2	4	4.1
D3	Hyundai	2003 Tiburon GT	Front	5.5	4.4	4.2	4.3	4	4	4
D3	Mazda	2000 Miata MX-5 1.8i Sport	Front	4.1	4.4	4.3	4.4	4	4	4
D3	Mazda	2003 Protégé MAZDASPEED	Front	5	4.4	4.3	4.4	4.1	4.1	4.3
D3	Mazda	2004 3 Sport	Front	4.2	4.3	4.3	4.3	4	4	4
D3	MINI	2003 Cooper-S	Front	4.9	4.3	4.3	4.4	4	4.1	4
D3	Toyota	2002 MR2 Spyder	Mid	4.4	4.6	4.4	4.5	4.1	4.7	5
D3	Toyota	2002 MR-S	Mid	4.6	4.6	4.4	4.5	5	4.1	4
D3	Toyota	2003 Celica 1800 VVT-i	Front	4.6	4.3	4.2	4.3	4.9	4.2	4
D4	Honda	1994 Civic Si	Front	4.6	4.1	4.2	4.3	4.1	4.1	4.1
D4	Honda	1995 Civic Del Sol VTEC	Front	4.7	4.1	4.2	4.3	4.1	4	4.1
D4	Honda	1999 Civic Si Coupe	Front	4.8	4	4.2	4.3	4	4	4
D4	Lotus	1972 Elan Sprint	Front	4	4.9	4.2	4.2	7	6.9	6.5
D4	Nissan	1972 240 ZX	Front	4.4	4.6	4.2	4.2	6	7	6.8
D4	Nissan	1998 240 SX SE	Front	4.2	4.3	4.2	4.3	4.1	5.1	4.8
D4	Subaru	1999 Impreza 2.5RS Coupe	Front	4.4	4.5	4.2	4.3	4	4	4.1
D4	Toyota	1969 2000GT	Front	4.5	4.2	4.1	4.1	6.6	7	6.9
D4	Toyota	1985 AE86 Sprinter Trueno GT Apex	Front	4.3	4.5	4.3	4.4	4.4	4.1	4.1
D4	Toyota	2004 Camry Solara	Front	4.6	4	4.2	4.3	4	4.6	4.1
D4	Volkswagen	2003 Jetta GLX VR6	Front	4.8	4.4	4.1	4.2	4	4.1	4
Min				4	4	4	4	4	4	4
Max				5.9	5.2	4.6	4.6	7.3	7.4	7.2

CARS BY DRIVE TYPE

Make	Model	Drive
Audi	2000 S4	AWD
Audi	2002 #1 Champion S4 Comp.	AWD
Audi	2003 #1 Champion RS 6	AWD
Audi	2003 RS 6	AWD
Audi	2004 S4	AWD
Audi	2004 TT Coupe 3.2 quattro	AWD
Bentley	2004 Continental GT	AWD
Dodge	1996 Stealth R/T Turbo	AWD
Eagle	1998 Talon TSi Turbo	AWD
Lancia	1992 Delta Integrale EVO	AWD
Mitsubishi	1995 Eclipse GSX	AWD
Mitsubishi	1995 Mine's CP9A Lancer EVO VI	AWD
Mitsubishi	1997 3000GT VR-4	AWD
Mitsubishi	1999 Lancer Evolution VI GSR	AWD
Mitsubishi	2000 Lancer Evolution VI TME	AWD
Mitsubishi	2004 Lancer Evolution VIII FQ-330	AWD
Mitsubishi	2004 Lancer Evolution VIII GSR	AWD
Mitsubishi	2004 Sparco Lancer Evolution VIII	AWD
Nissan	1995 Mine's Skyline GT-R R32	AWD
Nissan	1995 Skyline GT-R	AWD
Nissan	2002 Mine's Skyline GT-R R34	AWD
Nissan	2002 Skyline GT-R V Spec II	AWD
Nissan	2002 Skyline GT-R V Spec II N_r	AWD
Nissan	2002 Tommy Kaira Skyline GT-R R34	AWD
Nissan	2003 #12 Calsonic Skyline	AWD
Nissan	2003 #23 Xanavi NISMO GT-R	AWD
Porsche	1986 959	AWD
Subaru	1998 Impreza 22B STi	AWD
Subaru	1998 Tommy Kaira Impreza M20b	AWD
Subaru	1999 Impreza 2.5RS Coupe	AWD
Subaru	2003 #77 Cusco Subaru Advan Impreza	AWD
Subaru	2004 Impreza WRX STi	AWD
Subaru	2004 Impreza WRX STi Spec-C (J)	AWD
Volkswagen	2003 Golf R32	AWD
Volvo	2004 #24 At-Speed S60 R	AWD
Volvo	2004 S60 R	AWD
Acura	2001 Integra Type-R	FWD
Acura	2002 RSX Type-S	FWD
Acura	2003 3.2 CL Type-S	FWD
Chrysler	2004 PT Cruiser GT Turbo	FWD
Dodge	2003 SRT4	FWD
Ford	2003 Focus SVT	FWD
Honda	1991 CRX Si-R (J)	FWD
Honda	1994 Civic Si	FWD
Honda	1995 Civic Del Sol VTEC	FWD

Make	Model	Drive
Honda	1999 Civic Si Coupe	FWD
Honda	2000 Aerogear Integra Type-R	FWD
Honda	2000 Integra Type-R (J)	FWD
Honda	2000 Prelude Type SH	FWD
Honda	2000 VIS Racing Integra Type-R	FWD
Honda	2002 Integra Type-R (J)	FWD
Honda	2002 Mugen Integra Type-R	FWD
Honda	2004 Accord Coupe EX	FWD
Honda	2004 Civic Type-R (J)	FWD
Honda	2004 Mugen Civic Type-R	FWD
Honda	2004 Wings West Civic	FWD
Hyundai	2003 Tiburon GT	FWD
Mazda	2003 Prot.g, MAZDASPEED	FWD
Mazda	2004 3 Sport	FWD
MINI	2003 Cooper-S	FWD
Mitsubishi	1998 FTO GP Version R	FWD
Mitsubishi	2003 Eclipse GTS	FWD
Nissan	2004 Altima 3.5 SE	FWD
Peugeot	2004 206 Gti 180	FWD
Toyota	2003 APR Performance Celica GTS	FWD
Toyota	2003 Celica 1800 VVT-i	FWD
Toyota	2003 Celica GT-S	FWD
Toyota	2004 Camry Solara	FWD
Volkswagen	1995 Corrado SLC	FWD
Volkswagen	2003 Jetta GLX VR6	FWD
Volkswagen	2004 New Beetle Turbo S	FWD
Acura	1997 NSX	RWD
Acura	2002 #42 RealTime Racing NSX	RWD
Acura	2004 NSX	RWD
Aston Martin	2001 V12 Vanquish	RWD
Aston Martin	2005 DB9 Coupe	RWD
Audi	2001 #1 Infineon R8	RWD
Audi	2001 #38 Champion R8	RWD
Audi	2001 #4 Johansson R8	RWD
Audi	2004 #8 24h N_rburggring TT-R	RWD
Bentley	2003 #7 Speed 8	RWD
BMW Motorsport	1997 #42 McLaren F1 GTR	RWD
BMW Motorsport	1999 #15 V12 LMR	RWD
BMW Motorsport	2003 #42 M3-GTR	RWD
BMW Motorsport	2003 #43 M3-GTR	RWD
Chrysler	2005 ME Four-Twelve	RWD
Dodge	1970 Challenger R/T Hemi	RWD
Dodge	1999 Viper GTS ACR	RWD
Dodge	2000 Hennessey Viper 800TT	RWD
Dodge	2002 #1 Team Zakspeed Viper ACR	RWD

APPENDIX I: CAR STATS

Make	Model	Drive
Dodge	2003 #23 Viper Competition Coupe	RWD
Dodge	2003 Viper SRT10	RWD
Dodge	2004 #22 Viper Competition Coupe	RWD
Dodge	2004 Viper Competition Coupe	RWD
Ferrari	1964 250 GTO	RWD
Ferrari	1967 330 P4	RWD
Ferrari	1969 Dino 246 GT	RWD
Ferrari	1984 GTO	RWD
Ferrari	1992 F40	RWD
Ferrari	1993 512 TR	RWD
Ferrari	1995 F50	RWD
Ferrari	1996 #12 Risi Competizione F333SP	RWD
Ferrari	1998 355 GTS	RWD
Ferrari	1998 F355 Challenge	RWD
Ferrari	2002 575M Maranello	RWD
Ferrari	2003 #88 IMSA 550 Maranello	RWD
Ferrari	2003 Enzo Ferrari	RWD
Ferrari	2004 360 Modena	RWD
Ferrari	2004 Challenge Stradale	RWD
Ferrari	2005 612 Scaglietti	RWD
Ford	1966 GT40	RWD
Ford	1968 Shelby Mustang GT-500KR	RWD
Ford	1970 Mustang Boss 429	RWD
Ford	2000 Mustang Cobra R	RWD
Ford	2000 Saleen Mustang S281	RWD
Ford	2004 #10 Tiger Racing Mustang	RWD
Ford	2005 Ford GT	RWD
Ford	2005 Mustang GT	RWD
Honda	1992 NSX-R (J)	RWD
Honda	2003 #16 G'ZOX - NSX	RWD
Honda	2003 #18 Takata Dome NSX	RWD
Honda	2003 #8 ARTA NSX	RWD
Honda	2003 Mugen S2000	RWD
Honda	2003 S2000	RWD
Honda	2004 NSX-R (J)	RWD
Infiniti	2003 G35 Coupe	RWD
Jaguar	1961 E-type S1	RWD
Jaguar	1993 XJ220	RWD
Koenigsegg	2002 CC8S	RWD
Lancia	1974 Stratos HF Stradale	RWD
Lexus	2002 SC430	RWD
Lexus	2003 IS300	RWD
Lotus	1972 Elan Sprint	RWD
Lotus	2002 Elise 111S	RWD
Lotus	2002 Esprit V8	RWD

Make	Model	Drive
Lotus	2005 Elise	RWD
Lotus	2005 Exige	RWD
Mazda	1990 RX-7 Turbo	RWD
Mazda	1995 AB Flug RX-7	RWD
Mazda	1995 INGS RX-7	RWD
Mazda	1995 RX-7 Turbo	RWD
Mazda	2000 Miata MX-5 1.8i Sport	RWD
Mazda	2000 MX-5 Mazdaspeed	RWD
Mazda	2002 RX-7 Spirit R	RWD
Mazda	2004 RX-8	RWD
Mazda	2004 RX-8 Mazdaspeed	RWD
Mercedes	1954 300SL Gullwing Coupe	RWD
Mercedes	1998 #11 D2 CLK-GTR	RWD
Mercedes	2003 #3 CLK-DTM	RWD
Mercedes	2003 CLK55 AMG Coupe	RWD
Mercedes	2004 C32 AMG	RWD
Mercedes	2005 CL65 AMG	RWD
Mercedes	2005 SLR	RWD
Nissan	1972 240 ZX	RWD
Nissan	1994 300ZX Twin Turbo Version R	RWD
Nissan	1994 Fairlady Twin Turbo	RWD
Nissan	1998 #32 R390 GT1	RWD
Nissan	1998 240 SX SE	RWD
Nissan	1998 Silvia	RWD
Nissan	2000 Silvia Spec-R	RWD
Nissan	2003 #3 Hasemisport Endless Z	RWD
Nissan	2003 350Z Track	RWD
Nissan	2003 Fairlady	RWD
Nissan	2003 Skyline	RWD
Opel	2003 #5 OPC Team Phoenix Astra V8	RWD
Opel	2003 #6 OPC Team Phoenix Astra V8	RWD
Pagani	1999 Zonda C12	RWD
Pagani	2003 #17 IMSA Zonda GR	RWD
Panoz	2001 Esperante GTL	RWD
Panoz	2002 #10 JML LMP01 EPP	RWD
Porsche	1956 550 A Spyder	RWD
Porsche	1973 911 Carrera RS	RWD
Porsche	1987 #17 Porsche 962c	RWD
Porsche	1987 911 Turbo 3.3	RWD
Porsche	1989 944 Turbo	RWD
Porsche	1995 911 GT2	RWD
Porsche	1998 #26 911 GT1 Le Mans	RWD
Porsche	2000 #23 IMSA 911 GT3-RS	RWD
Porsche	2003 #22 3R-Racing 911 GT3 Cup	RWD
Porsche	2003 911 GT3	RWD

CARS BY DRIVE TYPE CONTINUED

Make	Model	Drive
Porsche	2003 Boxster S	RWD
Porsche	2003 Carrera GT	RWD
Renault	2003 Sport Clio V6 RS	RWD
Saleen	2000 #2 IMSA S7R	RWD
Saleen	2004 S7	RWD
SEAT	2005 #5 Cupra GT Prototype	RWD
Shelby	1967 Cobra 427 SC	RWD
Shelby	1999 Series 1	RWD
Toyota	1969 2000GT	RWD
Toyota	1985 AE86 Sprinter Trueno GT Apex	RWD
Toyota	1992 Supra Turbo	RWD
Toyota	1995 Border MR2 Turbo T-bar	RWD
Toyota	1995 MR2 Turbo T-Bar	RWD
Toyota	1995 Tom's T020 MR2	RWD
Toyota	1995 VIS Racing MR2 Turbo T-bar	RWD
Toyota	1998 AB Flug S900 Supra Turbo	RWD
Toyota	1998 Supra Twin Turbo	RWD
Toyota	1998 VeilSide Supra Fortune 03	RWD
Toyota	1998 VeilSide Supra Fortune 99	RWD
Toyota	1999 #27 GT-ONE TS020	RWD
Toyota	2002 MR2 Spyder	RWD
Toyota	2002 MR-S	RWD
Toyota	2002 Soarer 430SCV	RWD
Toyota	2002 Tom's W123 MR-S	RWD
Toyota	2002 Tom's Z382 Soarer	RWD
Toyota	2003 #1 Ultraflow Supra	RWD
Toyota	2003 #36 Woodone TOM'S Supra	RWD
Toyota	2004 #35 Yellow Hat YMS Supra	RWD
Toyota	2004 Altezza RS200	RWD
TVR	1998 Cerbera Speed 12	RWD
TVR	2001 Tuscan R	RWD
TVR	2001 Tuscan S	RWD

CARS BY POWER

Make	Model	Power (HP)
Toyota	1998 VeilSide Supra Fortune 99	1000
Toyota	1998 VeilSide Supra Fortune 03	860
Chrysler	2005 ME Four-Twelve	850
Dodge	2000 Hennessey Viper 800TT	833
Toyota	1998 AB Flug S900 Supra Turbo	806
TVR	1998 Cerbera Speed 12	800
Ferrari	2003 Enzo Ferrari	660
Koenigsegg	2002 CC8S	655

Make	Model	Power (HP)
Mercedes	1998 #11 D2 CLK-GTR	622
Ferrari	1996 #12 Risi Competizione F333SP	620
Porsche	1987 #17 Porsche 962c	620
Mercedes	2005 SLR	617
Bentley	2003 #7 Speed 8	615
Porsche	2003 Carrera GT	612
Audi	2001 #1 Infineon R8	610
Audi	2001 #4 Johansson R8	610
Audi	2001 #38 Champion R8	610
BMW Motorsport	1997 #42 McLaren F1 GTR	604
Mercedes	2005 CL65 AMG	604
Mercedes	2003 #3 CLK-DTM	604
Saleen	2000 #2 IMSA S7R	602
Ferrari	2003 #88 IMSA 550 Maranello	600
Nissan	1998 #32 R390 GT1	600
Pagani	2003 #17 IMSA Zonda GR	600
Panoz	2002 #10 JML LMP01 EPP	600
Porsche	1998 #26 911 GT1 Le Mans	600
Toyota	1999 #27 GT-ONE TS020	600
Nissan	2002 Tommy Kaira Skyline GT-R R34	595
BMW Motorsport	1999 #15 V12 LMR	590
Nissan	2002 Skyline GT-R V Spec II Nür	580
Saleen	2004 S7	575
Nissan	2002 Mine's Skyline GT-R R34	560
Bentley	2004 Continental GT	552
Jaguar	1993 XJ220	542
Ferrari	2005 612 Scaglietti	533
Dodge	2003 #23 Viper Competition Coupe	520
Dodge	2004 #22 Viper Competition Coupe	520
Dodge	2004 Viper Competition Coupe	520
Ferrari	2002 575M Maranello	518
Ferrari	1995 F50	513
SEAT	2005 #5 Cupra GT Prototype	507
Dodge	2003 Viper SRT10	500
Ford	2005 Ford GT	500
Ford	2004 #10 Tiger Racing Mustang	493
Toyota	2003 #36 Woodone TOM'S Supra	493
Toyota	2003 #1 Ultraflow Supra	493
Ford	1966 GT40	485
Nissan	2003 #12 Calsonic Skyline	480
Nissan	2003 #23 Xanavi NISMO GT-R	480
Shelby	1967 Cobra 427 SC	480
Ferrari	1992 F40	478
Audi	2003 #1 Champion RS 6	475
Honda	2003 #16 G'ZOX - NSX	473

APPENDIX I: CAR STATS

Make	Model	Power (HP)
Honda	2003 #18 Takata Dome NSX	473
Honda	2003 #8 ARTA NSX	473
Toyota	2004 #35 Yellow Hat YMS Supra	473
Opel	2003 #5 OPC Team Phoenix Astra V8	470
Opel	2003 #6 OPC Team Phoenix Astra V8	470
Dodge	1999 Viper GTS ACR	460
Dodge	2002 #1 Team Zakspeed Viper ACR	460
Aston Martin	2001 V12 Vanquish	460
Audi	2004 #8 24h Nürburgring TT-R	455
Aston Martin	2005 DB9 Coupe	453
Audi	2003 RS 6	450
Ferrari	1967 330 P4	450
Porsche	1986 959	450
Porsche	2003 #22 3R-Racing 911 GT3 Cup	450
Volvo	2004 #24 At-Speed S60 R	450
TVR	2001 Tuscan R	446
BMW Motorsport	2003 #42 M3-GTR	444
BMW Motorsport	2003 #43 M3-GTR	444
Acura	2002 #42 RealTime Racing NSX	442
Porsche	1995 911 GT2	430
Dodge	1970 Challenger R/T Hemi	425
Ferrari	2004 Challenge Stradale	425
Ferrari	1993 512 TR	425
Panoz	2001 Esperante GTL	425
Audi	2002 #1 Champion S4 Comp.	420
Porsche	2000 #23 IMSA 911 GT3-RS	415
Ferrari	1984 GTO	400
Ferrari	2004 360 Modena	400
Mitsubishi	2004 Sparco Lancer Evolution VIII	399
Mitsubishi	1995 Mine's CP9A Lancer EVO VI	394
Pagani	1999 Zonda C12	394
TVR	2001 Tuscan S	390
Ford	2000 Mustang Cobra R	385
Porsche	2003 911 GT3	381
Ferrari	1998 F355 Challenge	380
Subaru	2004 Impreza WRX STi Spec-C (J)	380
Ford	1970 Mustang Boss 429	376
Ferrari	1998 355 GTS	375
Ford	1968 Shelby Mustang GT-500KR	374
Ford	2000 Saleen Mustang S281	355
Lotus	2002 Esprit V8	350
Toyota	2002 Tom's Z382 Soarer	349
Mercedes	2004 C32 AMG	346
Nissan	2003 #3 Hasemisport Endless Z	345
Subaru	2003 #77 Cusco Subaru Advan Impreza	345

Make	Model	Power (HP)
Mercedes	2003 CLK55 AMG Coupe	342
Audi	2004 S4	340
Nissan	1995 Mine's Skyline GT-R R32	335
Mitsubishi	2004 Lancer Evolution VIII FQ-330	330
Nissan	2002 Skyline GT-R V Spec II	328
Dodge	1996 Stealth R/T Turbo	320
Mitsubishi	1997 3000GT VR-4	320
Shelby	1999 Series 1	320
Toyota	1998 Supra Twin Turbo	320
Ford	2005 Mustang GT	303
Ferrari	1964 250 GTO	302
Lexus	2002 SC430	300
Nissan	1994 300ZX Twin Turbo Version R	300
Nissan	1994 Fairlady Twin Turbo	300
Porsche	1987 911 Turbo 3.3	300
Subaru	2004 Impreza WRX STi	300
Volvo	2004 S60 R	300
Subaru	1998 Tommy Kaira Impreza M20b	292
Acura	1997 NSX	290
Acura	2004 NSX	290
Nissan	2003 350Z Track	287
Nissan	2003 Fairlady	287
Mitsubishi	2004 Lancer Evolution VIII GSR	282
Honda	2004 NSX-R (J)	280
Infiniti	2003 G35 Coupe	280
Mazda	1995 INGS RX-7	280
Mazda	2002 RX-7 Spirit R	280
Nissan	2003 Skyline	280
Honda	1992 NSX-R (J)	276
Mitsubishi	1999 Lancer Evolution VI GSR	276
Mitsubishi	2000 Lancer Evolution VI TME	276
Nissan	1995 Skyline GT-R	276
Subaru	1998 Impreza 22B STi	276
Toyota	2002 Soarer 430SCV	275
Audi	2000 S4	265
Jaguar	1961 E-type S1	265
Mazda	1995 AB Flug RX-7	265
Toyota	1995 VIS Racing MR2 Turbo T-bar	265
Acura	2003 3.2 CL Type-S	260
Porsche	2003 Boxster S	258
Honda	2003 Mugen S2000	255
Mazda	1995 RX-7 Turbo	255
Renault	2003 Sport Clio V6 RS	255
Honda	2002 Mugen Integra Type-R	252
Audi	2004 TT Coupe 3.2 quattro	250

CARS BY POWER CONTINUED

Make	Model	Power (HP)
Mazda	2004 RX-8 Mazdaspeed	250
Nissan	2000 Silvia Spec-R	247
Porsche	1989 944 Turbo	247
Nissan	2004 Altima 3.5 SE	245
Volkswagen	2003 Golf R32	241
Honda	2003 S2000	240
Honda	2004 Accord Coupe EX	240
Mercedes	1954 300SL Gullwing Coupe	240
Mazda	2004 RX-8	238
Toyota	1992 Supra Turbo	232
Dodge	2003 SRT4	230
Honda	2004 Mugen Civic Type-R	230
Toyota	1995 Tom's T020 MR2	230
Honda	2000 VIS Racing Integra Type-R	225
Honda	2002 Integra Type-R (J)	220
Nissan	1998 Silvia	220
Chrysler	2004 PT Cruiser GT Turbo	215
Lexus	2003 IS300	215
Eagle	1998 Talon TSi Turbo	210
Honda	2004 Wings West Civic	210
Lancia	1992 Delta Integrale EVO	210
Mitsubishi	1995 Eclipse GSX	210
Mitsubishi	2003 Eclipse GTS	210
Porsche	1973 911 Carrera RS	210
Toyota	2004 Altezza RS200	210
Toyota	1995 Border MR2 Turbo T-bar	210
Toyota	2003 APR Performance Celica GTS	205
Ferrari	1969 Dino 246 GT	204
Acura	2002 RSX Type-S	200
Honda	2000 Aerogear Integra Type-R	200
Honda	2000 Prelude Type SH	200
Honda	2004 Civic Type-R (J)	200
Mazda	1990 RX-7 Turbo	200
Mitsubishi	1998 FTO GP Version R	200
Toyota	1995 MR2 Turbo T-Bar	200
Volkswagen	2003 Jetta GLX VR6	200
Acura	2001 Integra Type-R	195
Honda	2000 Integra Type-R (J)	195
Lotus	2005 Exige	192
Lancia	1974 Stratos HF Stradale	190
Volkswagen	1995 Corrado SLC	190
Toyota	2002 Tom's W123 MR-S	187
Peugeot	2004 206 Gti 180	180
Toyota	2003 Celica GT-S	180
Volkswagen	2004 New Beetle Turbo S	180

Make	Model	Power (HP)
Mazda	2000 MX-5 Mazdaspeed	178
Ford	2003 Focus SVT	170
Hyundai	2003 Tiburon GT	170
Mazda	2003 Protégé MAZDASPEED	170
Subaru	1999 Impreza 2.5RS Coupe	165
MINI	2003 Cooper-S	163
Honda	1995 Civic Del Sol VTEC	160
Honda	1999 Civic Si Coupe	160
Mazda	2004 3 Sport	160
Honda	1991 CRX Si-R (J)	158
Toyota	2004 Camry Solara	157
Lotus	2002 Elise 111S	156
Nissan	1998 240 SX SE	155
Nissan	1972 240 ZX	150
Toyota	1969 2000GT	150
Mazda	2000 Miata MX-5 1.8i Sport	144
Toyota	2003 Celica 1800 VVT-i	140
Toyota	2002 MR-S	138
Toyota	2002 MR2 Spyder	138
Lotus	2005 Elise	135
Porsche	1956 550 A Spyder	135
Toyota	1985 AE86 Sprinter Trueno GT Apex	128
Lotus	1972 Elan Sprint	126
Honda	1994 Civic Si	125

CARS BY PRICE

Make	Model	NA	Asia	EU
Audi	2001 #1 Infineon R8	500k	500k	500k
Audi	2001 #4 Johansson R8	500k	500k	500k
Audi	2001 #38 Champion R8	500k	500k	500k
Bentley	2003 #7 Speed 8	500k	500k	500k
BMW Motorsport	1999 #15 V12 LMR	500k	500k	500k
BMW Motorsport	1997 #42 McLaren F1 GTR	500k	500k	500k
Ferrari	1996 #12 Risi Competizione F333SP	500k	500k	500k
Mercedes	1998 #11 D2 CLK-GTR	500k	500k	500k
Nissan	1998 #32 R390 GT1	500k	500k	500k
Panoz	2002 #10 JML LMP01 EPP	500k	500k	500k
Porsche	1987 #17 Porsche 962c	500k	500k	500k
Porsche	1998 #26 911 GT1 Le Mans	500k	500k	500k
Toyota	1999 #27 GT-ONE TS020	500k	500k	500k
Saleen	2000 #2 IMSA S7R	400k	400k	400k
Ferrari	2003 #88 IMSA 550 Maranello	393k	393k	387k
Honda	2003 #16 G'ZOX - NSX	393k	387k	393k

CARS BY PRICE CONTINUED

Make	Model	NA	Asia	EU	Make	Model	NA	Asia	EU
Honda	2003 #18 Takata Dome NSX	393k	387k	393k	Nissan	2002 Tommy Kaira Skyline GT-R R34	195k	150k	190k
Honda	2003 #8 ARTA NSX	393k	387k	393k	Nissan	2002 Mine's Skyline GT-R R34	194k	145k	189k
Mercedes	2003 #3 CLK-DTM	393k	393k	387k	Dodge	2000 Hennessey Viper 800TT	193k	250k	239k
Nissan	2003 #12 Calsonic Skyline	393k	387k	393k	Porsche	1995 911 GT2	193k	182k	163k
Nissan	2003 #23 Xanavi NISMO GT-R	393k	387k	393k	Ferrari	2002 575M Maranello	185k	174k	155k
Opel	2003 #6 OPC Team Phoenix Astra V8	393k	393k	387k	Ferrari	1998 F355 Challenge	183k	178k	159k
Opel	2003 #5 OPC Team Phoenix Astra V8	393k	393k	387k	Ferrari	1964 250 GTO	182k	187k	176k
Pagani	2003 #17 IMSA Zonda GR	393k	393k	387k	Ferrari	2004 Challenge Stradale	178k	168k	149k
SEAT	2005 #5 Cupra GT Prototype	393k	393k	387k	TVR	2001 Tuscan R	168k	160k	117k
Toyota	2003 #36 Woodone TOM'S Supra	393k	387k	393k	Aston Martin	2001 V12 Vanquish	147k	128k	89k
Toyota	2003 #1 Ultraflow Supra	393k	387k	393k	Dodge	2004 Viper Competition Coupe	138k	195k	186k
Toyota	2004 #35 Yellow Hat YMS Supra	393k	387k	393k	Ferrari	1969 Dino 246 GT	135k	115k	90k
Audi	2004 #8 24h Nürburgring TT-R	387k	387k	380k	Ford	2005 Ford GT	133k	183k	178k
BMW Motorsport	2003 #42 M3-GTR	387k	387k	380k	Mitsubishi	1995 Mine's CP9A Lancer EVO VI	129k	89k	138k
BMW Motorsport	2003 #43 M3-GTR	387k	387k	380k	Subaru	2004 Impreza WRX STi Spec-C (J)	129k	157k	167k
Chrysler	2005 ME Four-Twelve	300k	300k	300k	Mitsubishi	2004 Sparco Lancer Evolution VIII	128k	156k	166k
TVR	1998 Cerbera Speed 12	300k	300k	300k	Porsche	2003 911 GT3	121k	128k	86k
Ferrari	2003 Enzo Ferrari	293k	293k	293k	Ferrari	1993 512 TR	120k	128k	87k
Porsche	2003 Carrera GT	281k	281k	281k	Shelby	1967 Cobra 427 SC	113k	134k	127k
Dodge	2004 #22 Viper Competition Coupe	280k	287k	287k	Nissan	1995 Mine's Skyline GT-R R32	109k	64k	113k
Dodge	2003 #23 Viper Competition Coupe	280k	287k	287k	Nissan	2002 Skyline GT-R V Spec II Nür	103k	66k	72k
Koenigsegg	2002 CC8S	280k	280k	280k	Bentley	2004 Continental GT	98k	106k	68k
Toyota	1998 VeilSide Supra Fortune 99	278k	237k	278k	TVR	2001 Tuscan S	98k	80k	75k
Nissan	2003 #3 Hasemisport Endless Z	275k	269k	275k	Subaru	1998 Tommy Kaira Impreza M20b	91k	64k	111k
Porsche	2000 #23 IMSA 911 GT3-RS	271k	271k	265k	Ferrari	2004 360 Modena	88k	91k	77k
Toyota	1998 VeilSide Supra Fortune 03	269k	233k	269k	Toyota	2002 Tom's Z382 Soarer	87k	63k	109k
Dodge	2002 #1 Team Zakspeed Viper ACR	268k	275k	275k	Porsche	1956 550 A Spyder	85k	89k	81k
Ferrari	1995 F50	267k	267k	267k	Dodge	1999 Viper GTS ACR	81k	116k	107k
Ford	2004 #10 Tiger Racing Mustang	267k	274k	274k	Mercedes	1954 300SL Gullwing Coupe	81k	85k	78k
Jaguar	1993 XJ220	263k	263k	263k	Honda	2003 Mugen S2000	80k	53k	98k
Acura	2002 #42 RealTime Racing NSX	262k	268k	268k	Ferrari	1998 355 GTS	79k	82k	75k
Toyota	1998 AB Flug S900 Supra Turbo	262k	227k	262k	Dodge	2003 Viper SRT10	78k	112k	100k
Porsche	2003 #22 3R-Racing 911 GT3 Cup	261k	261k	255k	Shelby	1999 Series 1	77k	125k	125k
Audi	2003 #1 Champion RS 6	260k	260k	254k	Ferrari	2005 612 Scaglietti	76k	78k	71k
Ferrari	1967 330 P4	253k	265k	247k	Lotus	2005 Exige	76k	73k	51k
Subaru	2003 #77 Cosco Subaru Advan Impreza	253k	247k	253k	Honda	2002 Mugen Integra Type-R	74k	51k	95k
Volvo	2004 #24 At-Speed S60 R	253k	253k	246k	Honda	2004 Mugen Civic Type-R	72k	50k	93k
Audi	2002 #1 Champion S4 Comp.	249k	249k	242k	Lancia	1974 Stratos HF Stradale	70k	73k	66k
Saleen	2004 S7	245k	274k	268k	Lotus	1972 Elan Sprint	70k	67k	55k
Ferrari	1992 F40	236k	242k	230k	Ford	1968 Shelby Mustang GT-500KR	68k	71k	61k
Porsche	1986 959	231k	219k	207k	Honda	2000 VIS Racing Integra Type-R	68k	50k	88k
Pagani	1999 Zonda C12	230k	219k	188k	Toyota	1995 Tom's T020 MR2	68k	46k	88k
Ford	1966 GT40	227k	238k	227k	Honda	1992 NSX-R (J)	67k	43k	56k
Mercedes	2005 SLR	226k	238k	226k	Mercedes	2005 CL65 AMG	67k	77k	62k
Ferrari	1984 GTO	212k	218k	212k	Panoz	2001 Esperante GTL	66k	101k	95k

CARS BY PRICE CONTINUED

Make	Model	NA	Asia	EU	Make	Model	NA	Asia	EU
Honda	2004 NSX-R (J)	65k	39k	56k	Toyota	2004 Altezza RS200	32k	21k	30k
Toyota	1995 VIS Racing MR2 Turbo T-bar	65k	48k	88k	Honda	2000 Integra Type-R (J)	31k	22k	22k
Toyota	2002 Tom's W123 MR-S	65k	43k	85k	Mercedes	2004 C32 AMG	31k	34k	31k
Lotus	2002 Esprit V8	63k	66k	61k	Mazda	1995 RX-7 Turbo	30k	29k	32k
Aston Martin	2005 DB9 Coupe	61k	59k	57k	Peugeot	2004 206 Gti 180	30k	21k	21k
Jaguar	1961 E-type S1	61k	85k	43k	Porsche	1989 944 Turbo	29k	35k	29k
Porsche	1973 911 Carrera RS	60k	73k	57k	Porsche	2003 Boxster S	29k	31k	29k
Ford	2000 Saleen Mustang S281	59k	81k	63k	Audi	2004 S4	29k	32k	27k
Dodge	1970 Challenger R/T Hemi	58k	69k	66k	Nissan	2003 350Z Track	29k	35k	29k
Toyota	1969 2000GT	58k	70k	67k	Lotus	2005 Elise	28k	25k	25k
Mazda	1995 AB Flug RX-7	57k	57k	79k	Nissan	1994 300ZX Twin Turbo Version R	27k	34k	32k
Honda	2000 Aerogear Integra Type-R	56k	37k	37k	Lexus	2002 SC430	26k	34k	31k
Mazda	1995 INGS RX-7	55k	55k	81k	Mazda	2004 RX-8 Mazdaspeed	26k	27k	28k
Ford	1970 Mustang Boss 429	54k	66k	63k	Mitsubishi	1997 3000GT VR-4	26k	25k	28k
Mitsubishi	2004 Lancer Evolution VIII FQ-330	51k	35k	30k	Mitsubishi	2004 Lancer Evolution VIII GSR	26k	25k	26k
Nissan	2002 Skyline GT-R V Spec II	50k	30k	35k	Subaru	2004 Impreza WRX STi	26k	27k	29k
Mitsubishi	2000 Lancer Evolution VI TME	46k	26k	31k	Toyota	2002 MR-S	26k	20k	20k
Ford	2000 Mustang Cobra R	43k	57k	50k	Volvo	2004 S60 R	26k	27k	25k
Nissan	1995 Skyline GT-R	43k	25k	29k	Audi	2000 S4	25k	27k	24k
Toyota	2003 APR Performance Celica GTS	42k	44k	61k	Toyota	2003 Celica 1800 VVT-i	25k	20k	20k
Nissan	1972 240 ZX	42k	70k	64k	Dodge	2003 SRT4	23k	26k	24k
Nissan	2003 Fairlady	41k	26k	38k	Infiniti	2003 G35 Coupe	23k	31k	28k
Nissan	1994 Fairlady Twin Turbo	41k	26k	38k	Mazda	2004 RX-8	23k	22k	23k
Subaru	1998 Impreza 22B STi	41k	30k	39k	Nissan	2004 Altima 3.5 SE	23k	23k	23k
Acura	1997 NSX	40k	46k	44k	Toyota	1995 MR2 Turbo T-Bar	23k	23k	26k
Mazda	2002 RX-7 Spirit R	40k	31k	37k	Honda	2003 S2000	22k	21k	21k
Acura	2004 NSX	39k	46k	44k	Mazda	1990 RX-7 Turbo	22k	22k	22k
Audi	2003 RS 6	39k	42k	36k	Mitsubishi	2003 Eclipse GTS	22k	22k	22k
Honda	2004 Wings West Civic	38k	38k	54k	Volkswagen	2003 Golf R32	22k	23k	21k
Renault	2003 Sport Clio V6 RS	38k	33k	24k	Acura	2001 Integra Type-R	21k	25k	24k
Lotus	2002 Elise 111S	37k	32k	28k	Audi	2004 TT Coupe 3.2 quattro	21k	22k	21k
Toyota	1995 Border MR2 Turbo T-bar	37k	39k	55k	Honda	2004 Accord Coupe EX	21k	21k	22k
Nissan	2000 Silvia Spec-R	36k	24k	32k	Honda	2004 Civic Type-R (J)	21k	21k	21k
Nissan	2003 Skyline	36k	24k	28k	Mazda	2000 MX-5 Mazdaspeed	21k	20k	21k
Dodge	1996 Stealth R/T Turbo	35k	44k	42k	Toyota	1992 Supra Turbo	21k	20k	21k
Toyota	2002 Soarer 430SCV	35k	23k	33k	Toyota	1985 AE86 Sprinter Trueno GT Apex	21k	20k	20k
Ford	2005 Mustang GT	34k	44k	41k	Acura	2003 3.2 CL Type-S	20k	28k	28k
Lancia	1992 Delta Integrale EVO	34k	33k	23k	Acura	2002 RSX Type-S	20k	23k	24k
Nissan	1998 Silvia	34k	21k	26k	Chrysler	2004 PT Cruiser GT Turbo	20k	21k	21k
Porsche	1987 911 Turbo 3.3	34k	39k	32k	Eagle	1998 Talon TSi Turbo	20k	31k	29k
Honda	2002 Integra Type-R (J)	33k	23k	23k	Ford	2003 Focus SVT	20k	22k	21k
Mitsubishi	1999 Lancer Evolution VI GSR	33k	23k	25k	Honda	2000 Prelude Type SH	20k	20k	20k
Toyota	1998 Supra Twin Turbo	33k	32k	33k	Honda	1991 CRX Si-R (J)	20k	20k	20k
Mercedes	2003 CLK55 AMG Coupe	32k	32k	27k	Honda	1995 Civic Del Sol VTEC	20k	20k	20k
Mitsubishi	1998 FTO GP Version R	32k	22k	30k	Honda	1994 Civic Si	20k	20k	20k

Make	Model	NA	Asia	EU
Honda	1999 Civic Si Coupe	20k	20k	20k
Hyundai	2003 Tiburon GT	20k	20k	20k
Lexus	2003 IS300	20k	25k	20k
Mazda	2003 Protégé MAZDASPEED	20k	20k	21k
Mazda	2004 3 Sport	20k	20k	20k
Mazda	2000 Miata MX-5 1.8i Sport	20k	20k	20k
MINI	2003 Cooper-S	20k	20k	20k
Mitsubishi	1995 Eclipse GSX	20k	20k	20k
Nissan	1998 240 SX SE	20k	27k	24k
Subaru	1999 Impreza 2.5RS Coupe	20k	20k	20k
Toyota	2002 MR2 Spyder	20k	23k	26k
Toyota	2003 Celica GT-S	20k	20k	25k
Toyota	2004 Camry Solara	20k	22k	20k
Volkswagen	1995 Corrado SLC	20k	21k	20k
Volkswagen	2004 New Beetle Turbo S	20k	20k	20k
Volkswagen	2003 Jetta GLX VR6	20k	20k	20k

CARS BY SPEED

Make	Model	Speed
Chrysler	2005 ME Four-Twelve	9.9
Dodge	2000 Hennessey Viper 800TT	9.2
Koenigsegg	2002 CC8S	8.7
Toyota	1998 VeilSide Supra Fortune 99	8.6
Ferrari	2003 Enzo Ferrari	8.5
TVR	1998 Cerbera Speed 12	8.5
Toyota	1998 VeilSide Supra Fortune 03	8.4
Jaguar	1993 XJ220	8.3
Bentley	2004 Continental GT	8.1
Mercedes	2005 SLR	8.1
Porsche	2003 Carrera GT	8.1
Toyota	1998 AB Flug S900 Supra Turbo	8.0
BMW Motorsport	1997 #42 McLaren F1 GTR	7.9
Ford	1966 GT40	7.8
Saleen	2004 S7	7.8
Ferrari	1967 330 P4	7.7
Ferrari	1995 F50	7.7
Ferrari	1996 #12 Risi Competizione F333SP	7.7
Ferrari	2002 575M Maranello	7.7
Saleen	2000 #2 IMSA S7R	7.7
Audi	2001 #1 Infineon R8	7.6
Audi	2001 #4 Johansson R8	7.6
Audi	2001 #38 Champion R8	7.6
Bentley	2003 #7 Speed 8	7.6

Make	Model	Speed
Ferrari	1992 F40	7.6
Ferrari	2005 612 Scaglietti	7.6
Mercedes	2005 CL65 AMG	7.6
BMW Motorsport	1999 #15 V12 LMR	7.5
Dodge	1999 Viper GTS ACR	7.5
Ferrari	2003 #88 IMSA 550 Maranello	7.5
Ferrari	2004 Challenge Stradale	7.5
Nissan	1998 #32 R390 GT1	7.5
Dodge	2004 Viper Competition Coupe	7.4
Pagani	2003 #17 IMSA Zonda GR	7.4
Toyota	1999 #27 GT-ONE TS020	7.4
Ford	2005 Ford GT	7.3
Pagani	1999 Zonda C12	7.3
Porsche	1986 959	7.3
TVR	2001 Tuscan R	7.3
Dodge	2003 Viper SRT10	7.2
Porsche	1987 #17 Porsche 962c	7.2
Mercedes	2003 #3 CLK-DTM	7.1
Porsche	1995 911 GT2	7.1
Porsche	1998 #26 911 GT1 Le Mans	7.1
Porsche	2003 911 GT3	7.1
Ferrari	1993 512 TR	7.0
Mercedes	1998 #11 D2 CLK-GTR	7.0
Ferrari	1984 GTO	6.9
Nissan	2002 Tommy Kaira Skyline GT-R R34	6.9
Dodge	2003 #23 Viper Competition Coupe	6.8
Ferrari	1998 F355 Challenge	6.8
Ferrari	1998 355 GTS	6.8
Ferrari	2004 360 Modena	6.8
Nissan	2002 Skyline GT-R V Spec II Nür	6.8
Panoz	2002 #10 JML LMP01 EPP	6.8
TVR	2001 Tuscan S	6.8
Mitsubishi	1995 Mine's CP9A Lancer EVO VI	6.7
Audi	2004 #8 24h Nürburgring TT-R	6.6
BMW Motorsport	2003 #42 M3-GTR	6.6
BMW Motorsport	2003 #43 M3-GTR	6.6
SEAT	2005 #5 Cupra GT Prototype	6.6
Toyota	2003 #36 Woodone TOM'S Supra	6.6
Toyota	2003 #1 Ultraflow Supra	6.6
Audi	2004 S4	6.5
Dodge	2002 #1 Team Zakspeed Viper ACR	6.5
Dodge	2004 #22 Viper Competition Coupe	6.5
Ford	2000 Mustang Cobra R	6.5
Honda	2003 #16 G'ZOX - NSX	6.5
Honda	2003 #18 Takata Dome NSX	6.5

CARS BY SPEED CONTINUED

Make	Model	Speed
Honda	2003 #8 ARTA NSX	6.5
Lotus	2002 Esprit V8	6.5
Mitsubishi	2004 Sparco Lancer Evolution VIII	6.5
Nissan	2002 Mine's Skyline GT-R R34	6.5
Nissan	2003 #23 Xanavi NISMO GT-R	6.5
Opel	2003 #5 OPC Team Phoenix Astra V8	6.5
Opel	2003 #6 OPC Team Phoenix Astra V8	6.5
Panoz	2001 Esperante GTL	6.5
Porsche	2000 #23 IMSA 911 GT3-RS	6.5
Shelby	1967 Cobra 427 SC	6.5
Audi	2003 #1 Champion RS 6	6.4
Ford	2000 Saleen Mustang S281	6.4
Nissan	2003 #12 Calsonic Skyline	6.4
Subaru	2004 Impreza WRX STi Spec-C (J)	6.4
Toyota	2004 #35 Yellow Hat YMS Supra	6.4
Volvo	2004 #24 At-Speed S60 R	6.4
Acura	2002 #42 RealTime Racing NSX	6.3
Audi	2003 RS 6	6.3
Porsche	2003 #22 3R-Racing 911 GT3 Cup	6.3
Subaru	2004 Impreza WRX STi	6.3
Acura	1997 NSX	6.2
Acura	2004 NSX	6.2
Aston Martin	2001 V12 Vanquish	6.2
Aston Martin	2005 DB9 Coupe	6.2
Ford	2004 #10 Tiger Racing Mustang	6.2
Honda	1992 NSX-R (J)	6.2
Mitsubishi	2004 Lancer Evolution VIII GSR	6.2
Shelby	1999 Series 1	6.2
Audi	2002 #1 Champion S4 Comp.	6.1
Honda	2004 NSX-R (J)	6.1
Mercedes	2003 CLK55 AMG Coupe	6.1
Mercedes	2004 C32 AMG	6.1
Mitsubishi	1997 3000GT VR-4	6.1
Mitsubishi	2004 Lancer Evolution VIII FQ-330	6.1
Nissan	2003 #3 Hasemisport Endless Z	6.1
Toyota	1995 MR2 Turbo T-Bar	6.1
Toyota	1998 Supra Twin Turbo	6.1
Mazda	1995 RX-7 Turbo	6.0
Porsche	1989 944 Turbo	6.0
Subaru	1998 Tommy Kaira Impreza M20b	6.0
Toyota	2002 Tom's Z382 Soarer	6.0
Audi	2000 S4	5.9
Dodge	1996 Stealth R/T Turbo	5.9
Ferrari	1964 250 GTO	5.9
Honda	2004 Accord Coupe EX	5.9

Make	Model	Speed
Lexus	2002 SC430	5.9
Nissan	1995 Mine's Skyline GT-R R32	5.9
Nissan	2002 Skyline GT-R V Spec II	5.9
Audi	2004 TT Coupe 3.2 quattro	5.8
Dodge	2003 SRT4	5.8
Nissan	2003 350Z Track	5.8
Nissan	2003 Skyline	5.8
Subaru	2003 #77 Cusco Subaru Advan Impreza	5.8
Ford	2005 Mustang GT	5.7
Honda	2002 Mugen Integra Type-R	5.7
Lotus	2005 Elise	5.7
Mazda	2002 RX-7 Spirit R	5.7
Mitsubishi	1999 Lancer Evolution VI GSR	5.7
Mitsubishi	2000 Lancer Evolution VI TME	5.7
Mitsubishi	2003 Eclipse GTS	5.7
Nissan	1994 300ZX Twin Turbo Version R	5.7
Nissan	1994 Fairlady Twin Turbo	5.7
Nissan	1995 Skyline GT-R	5.7
Nissan	2004 Altima 3.5 SE	5.7
Porsche	1987 911 Turbo 3.3	5.7
Porsche	2003 Boxster S	5.7
Renault	2003 Sport Clio V6 RS	5.7
Mazda	1995 AB Flug RX-7	5.6
Mazda	1995 INGS RX-7	5.6
Nissan	1998 Silvia	5.6
Nissan	2003 Fairlady	5.6
Subaru	1998 Impreza 22B STi	5.6
Acura	2001 Integra Type-R	5.5
Dodge	1970 Challenger R/T Hemi	5.5
Ferrari	1969 Dino 246 GT	5.5
Honda	2004 Civic Type-R (J)	5.5
Hyundai	2003 Tiburon GT	5.5
Lancia	1974 Stratos HF Stradale	5.5
Nissan	2000 Silvia Spec-R	5.5
Toyota	2003 APR Performance Celica GTS	5.5
Volvo	2004 S60 R	5.5
Acura	2002 RSX Type-S	5.4
Honda	2000 VIS Racing Integra Type-R	5.4
Honda	2002 Integra Type-R (J)	5.4
Mazda	1990 RX-7 Turbo	5.4
Mercedes	1954 300SL Gullwing Coupe	5.4
Mitsubishi	1995 Eclipse GSX	5.4
Mitsubishi	1998 FTO GP Version R	5.4
Toyota	2002 Soarer 430SCV	5.4
Volkswagen	2003 Golf R32	5.4

APPENDIX I: CAR STATS

Make	Model	Speed
Acura	2003 3.2 CL Type-S	5.3
Honda	2000 Prelude Type SH	5.3
Honda	2003 Mugen S2000	5.3
Honda	2004 Wings West Civic	5.3
Lotus	2005 Exige	5.3
Mazda	2004 RX-8 Mazdaspeed	5.3
Mazda	2004 RX-8	5.3
Toyota	1995 Tom's T020 MR2	5.3
Volkswagen	1995 Corrado SLC	5.3
Honda	2000 Aerogear Integra Type-R	5.2
Honda	2004 Mugen Civic Type-R	5.2
Toyota	2003 Celica GT-S	5.2
Toyota	2004 Altezza RS200	5.2
Honda	2000 Integra Type-R (J)	5.1
Honda	2003 S2000	5.1
Infiniti	2003 G35 Coupe	5.1
Lexus	2003 IS300	5.1
Peugeot	2004 206 GTi 180	5.1
Toyota	1995 VIS Racing MR2 Turbo T-bar	5.1
Toyota	1995 Border MR2 Turbo T-bar	5.1
Lotus	2002 Elise 111S	5.0
Mazda	2003 Protégé MAZDASPEED	5.0
Porsche	1973 911 Carrera RS	5.0
Toyota	1992 Supra Turbo	5.0
Ford	1968 Shelby Mustang GT-500KR	4.9
MINI	2003 Cooper-S	4.9
Eagle	1998 Talon TS-i Turbo	4.8
Honda	1999 Civic Si Coupe	4.8
Lancia	1992 Delta Integrale EVO	4.8
Volkswagen	2003 Jetta GLX VR6	4.8
Volkswagen	2004 New Beetle Turbo S	4.8
Chrysler	2004 PT Cruiser GT Turbo	4.7
Honda	1991 CRX Si-R (J)	4.7
Honda	1995 Civic Del Sol VTEC	4.7
Jaguar	1961 E-type S1	4.7
Porsche	1956 550 A Spyder	4.7
Honda	1994 Civic Si	4.6
Toyota	2002 MR-S	4.6
Toyota	2003 Celica 1800 VVT-i	4.6
Toyota	2004 Camry Solara	4.6
Ford	2003 Focus SVT	4.5
Toyota	1969 2000GT	4.5
Mazda	2000 MX-5 Mazdaspeed	4.4
Nissan	1972 240 ZX	4.4
Subaru	1999 Impreza 2.5RS Coupe	4.4

Make	Model	Speed
Toyota	2002 Tom's W123 MR-S	4.4
Toyota	2002 MR2 Spyder	4.4
Toyota	1985 AE86 Sprinter Trueno GT Apex	4.3
Ford	1970 Mustang Boss 429	4.2
Mazda	2004 3 Sport	4.2
Nissan	1998 240 SX SE	4.2
Mazda	2000 Miata MX-5 1.8i Sport	4.1
Lotus	1972 Elan Sprint	4.0

CARS BY TORQUE

Make	Model	Torque (ft/lbs)
Dodge	2000 Hennessey Viper 800TT	901
Chrysler	2005 ME Four-Twelve	849
Mercedes	2005 CL65 AMG	737
Toyota	1998 VeilSide Supra Fortune 99	656
TVR	1998 Cerbera Speed 12	649
Toyota	1998 AB Flug S900 Supra Turbo	626
Toyota	1998 VeilSide Supra Fortune 03	626
Mercedes	2005 SLR	574
Mercedes	2003 #3 CLK-DTM	572
Saleen	2004 S7	570
Mercedes	1998 #11 D2 CLK-GTR	567
Koenigsegg	2002 CC8S	553
Saleen	2000 #2 IMSA S7R	550
Nissan	2003 #12 Calsonic Skyline	542
Nissan	2003 #23 Xanavi NISMO GT-R	542
Dodge	2004 #22 Viper Competition Coupe	540
Dodge	2003 #23 Viper Competition Coupe	540
Dodge	2004 Viper Competition Coupe	540
Pagani	2003 #17 IMSA Zonda GR	526
Dodge	2003 Viper SRT10	525
BMW Motorsport	1997 #42 McLaren F1 GTR	524
Audi	2001 #1 Infineon R8	516
Audi	2001 #4 Johansson R8	516
Audi	2001 #38 Champion R8	516
BMW Motorsport	1999 #15 V12 LMR	500
Dodge	2002 #1 Team Zakspeed Viper ACR	500
Dodge	1999 Viper GTS ACR	500
Ford	2005 Ford GT	500
Panoz	2002 #10 JML LMP01 EPP	500
Porsche	1987 #17 Porsche 962c	495
Dodge	1970 Challenger R/T Hemi	490
Nissan	1998 #32 R390 GT1	490

CARS BY TORQUE CONTINUED

Make	Model	Torque (ft/lbs)	Make	Model	Torque (ft/lbs)
Ferrari	2003 Enzo Ferrari	485	Honda	2003 #18 Takata Dome NSX	355
Toyota	1999 #27 GT-ONE TS020	485	BMW Motorsport	2003 #42 M3-GTR	354
Bentley	2003 #7 Speed 8	480	BMW Motorsport	2003 #43 M3-GTR	354
Porsche	1998 #26 911 GT1 Le Mans	480	TVR	2001 Tuscan R	350
Shelby	1967 Cobra 427 SC	480	Ferrari	1995 F50	347
Bentley	2004 Continental GT	479	Subaru	2004 Impreza WRX STi Spec-C (J)	345
Ford	1966 GT40	475	Porsche	2003 #22 3R-Racing 911 GT3 Cup	340
Jaguar	1993 XJ220	475	Mitsubishi	2004 Sparco Lancer Evolution VIII	334
Ferrari	2003 #88 IMSA 550 Maranello	455	Ferrari	1996 #12 Risi Competizione F333SP	332
Ford	1970 Mustang Boss 429	450	Mercedes	2004 C32 AMG	332
SEAT	2005 #5 Cupra GT Prototype	442	Lexus	2002 SC430	325
Ford	1968 Shelby Mustang GT-500KR	440	Toyota	2002 Soarer 430SCV	317
Nissan	2002 Tommy Kaira Skyline GT-R R34	440	Dodge	1996 Stealth R/T Turbo	315
Volvo	2004 #24 At-Speed S60 R	440	Ford	2005 Mustang GT	315
Audi	2003 #1 Champion RS 6	438	Mitsubishi	1997 3000GT VR-4	315
Porsche	2003 Carrera GT	435	Mitsubishi	2004 Lancer Evolution VIII FQ-330	315
Ferrari	2005 612 Scaglietti	434	Toyota	1998 Supra Twin Turbo	315
Ferrari	2002 575M Maranello	434	TVR	2001 Tuscan S	310
Toyota	2003 #36 Woodone TOM'S Supra	434	Nissan	1994 Fairlady Twin Turbo	307
Toyota	2003 #1 Ultraflow Supra	434	Porsche	1987 911 Turbo 3.3	304
Nissan	2002 Skyline GT-R V Spec II Nür	433	Audi	2004 S4	302
Ferrari	1992 F40	425	Subaru	2004 Impreza WRX STi	300
Aston Martin	2005 DB9 Coupe	420	Lotus	2002 Esprit V8	295
Pagani	1999 Zonda C12	420	Nissan	1995 Mine's Skyline GT-R R32	295
Audi	2003 RS 6	415	Volvo	2004 S60 R	295
Ford	2004 #10 Tiger Racing Mustang	413	Audi	2000 S4	294
Toyota	2002 Tom's Z382 Soarer	412	Mitsubishi	2004 Lancer Evolution VIII GSR	294
Ford	2000 Saleen Mustang S281	410	Mitsubishi	1995 Mine's CP9A Lancer EVO VI	292
Aston Martin	2001 V12 Vanquish	400	Shelby	1999 Series 1	290
Nissan	2002 Mine's Skyline GT-R R34	400	Nissan	2003 #3 Hasemisport Endless Z	289
Porsche	1995 911 GT2	398	Nissan	2002 Skyline GT-R V Spec II	289
Panoz	2001 Esperante GTL	390	Subaru	2003 #77 Cusco Subaru Advan Impreza	289
Ferrari	1967 330 P4	385	Porsche	2000 #23 IMSA 911 GT3-RS	288
Ford	2000 Mustang Cobra R	385	Porsche	2003 911 GT3	284
Audi	2004 #8 24h Nürburgring TT-R	376	Nissan	1994 300ZX Twin Turbo Version R	283
Mercedes	2003 CLK55 AMG Coupe	376	Acura	2002 #42 RealTime Racing NSX	282
Opel	2003 #5 OPC Team Phoenix Astra V8	376	Ferrari	2004 360 Modena	275
Opel	2003 #6 OPC Team Phoenix Astra V8	376	Mitsubishi	1999 Lancer Evolution VI GSR	275
Toyota	2004 #35 Yellow Hat YMS Supra	376	Mitsubishi	2000 Lancer Evolution VI TME	275
Porsche	1986 959	369	Ferrari	2004 Challenge Stradale	274
Ferrari	1984 GTO	366	Infiniti	2003 G35 Coupe	270
Audi	2002 #1 Champion S4 Comp.	363	Nissan	2003 Skyline	270
Ferrari	1993 512 TR	360	Ferrari	1998 F355 Challenge	268
Honda	2003 #8 ARTA NSX	355	Ferrari	1998 355 GTS	268
Honda	2003 #16 G'ZOX - NSX	355	Subaru	1998 Impreza 22B STi	268

APPENDIX I: CAR STATS

Make	Model	Torque (ft/lbs)
Nissan	2003 350Z Track	266
Nissan	2003 Fairlady	266
Jaguar	1961 E-type S1	260
Porsche	1989 944 Turbo	258
Nissan	1995 Skyline GT-R	256
Toyota	1992 Supra Turbo	254
Dodge	2003 SRT4	250
Subaru	1998 Tommy Kaira Impreza M20b	248
Ferrari	1964 250 GTO	246
Nissan	2004 Altima 3.5 SE	246
Chrysler	2004 PT Cruiser GT Turbo	245
Audi	2004 TT Coupe 3.2 quattro	236
Volkswagen	2003 Golf R32	236
Toyota	1995 VIS Racing MR2 Turbo T-bar	235
Acura	2003 3.2 CL Type-S	232
Mazda	1995 INGS RX-7	232
Mazda	2002 RX-7 Spirit R	232
Porsche	2003 Boxster S	229
Mazda	1995 AB Flug RX-7	225
Acura	1997 NSX	224
Acura	2004 NSX	224
Honda	1992 NSX-R (J)	224
Renault	2003 Sport Clio V6 RS	221
Lancia	1992 Delta Integrale EVO	220
Lexus	2003 IS300	218
Honda	2004 NSX-R (J)	217
Mazda	1995 RX-7 Turbo	217
Mercedes	1954 300SL Gullwing Coupe	217
Eagle	1998 Talon TSi Turbo	214
Mitsubishi	1995 Eclipse GSX	214
Honda	2004 Accord Coupe EX	212
Mitsubishi	2003 Eclipse GTS	205
Toyota	1995 Border MR2 Turbo T-bar	205
Nissan	2000 Silvia Spec-R	203
Nissan	1998 Silvia	201
Toyota	1995 MR2 Turbo T-Bar	200
Mazda	1990 RX-7 Turbo	195
Volkswagen	2003 Jetta GLX VR6	195
Porsche	1973 911 Carrera RS	188
Toyota	1995 Tom's T020 MR2	188
Toyota	2002 Tom's W123 MR-S	185
Hyundai	2003 Tiburon GT	181
Volkswagen	1995 Corrado SLC	181
Honda	2002 Mugen Integra Type-R	174
Volkswagen	2004 New Beetle Turbo S	173

Make	Model	Torque (ft/lbs)
Ferrari	1969 Dino 246 GT	166
Lancia	1974 Stratos HF Stradale	166
Mazda	2000 MX-5 Mazdaspeed	166
Subaru	1999 Impreza 2.5RS Coupe	162
Toyota	2004 Camry Solara	162
Honda	2003 Mugen S2000	160
Honda	2004 Mugen Civic Type-R	160
Mazda	2003 Protégé MAZDASPEED	160
Mazda	2004 RX-8	159
Toyota	2004 Altezza RS200	159
Nissan	1998 240 SX SE	156
Honda	2000 Prelude Type SH	156
MINI	2003 Cooper-S	155
Mazda	2004 RX-8 Mazdaspeed	155
Honda	2004 Wings West Civic	155
Honda	2003 S2000	153
Toyota	2003 APR Performance Celica GTS	153
Honda	2002 Integra Type-R (J)	152
Peugeot	2004 206 Gti 180	152
Mazda	2004 3 Sport	150
Nissan	1972 240 ZX	148
Mitsubishi	1998 FTO GP Version R	147
Lotus	2005 Exige	146
Ford	2003 Focus SVT	145
Honda	2000 VIS Racing Integra Type-R	145
Honda	2004 Civic Type-R (J)	145
Acura	2002 RSX Type-S	142
Honda	2000 Aerogear Integra Type-R	135
Acura	2001 Integra Type-R	130
Honda	2000 Integra Type-R (J)	130
Toyota	2003 Celica GT-S	130
Toyota	1969 2000GT	130
Lotus	2002 Elise 111S	129
Lotus	2005 Elise	126
Toyota	2003 Celica 1800 VVT-i	125
Toyota	2002 MR-S	125
Toyota	2002 MR2 Spyder	125
Mazda	2000 Miata MX-5 1.8i Sport	124
Lotus	1972 Elan Sprint	113
Honda	1991 CRX Si-R (J)	112
Honda	1995 Civic Del Sol VTEC	111
Honda	1999 Civic Si Coupe	111
Toyota	1985 AE86 Sprinter Trueno GT Apex	110
Honda	1994 Civic Si	106
Porsche	1956 550 A Spyder	99

APPENDIX II: UPGRADES

ENGINE SWAP SUMMARY

Engine swaps are possible for a limited number of cars. Listed below are all of the potential swaps you find in *Forza Motorsport*. All swaps are completed through the Upgrades menu in the Garage.

Make	Model	Swap Engine	Description
Acura	2003 3.2 CL Type-S	C32B	3.2L DOHC 24V V6
Ford	2003 Focus SVT	Duratec 2.5L	2.5L DOHC 24V V6
Ford	1970 Mustang Boss 429	Ford GT 5.4L	5.4L 32V Supercharged V8
Honda	1995 Civic Del Sol VTEC	B16B	1.6L DOHC 16V inline 4
		B18C	1.8L DOHC 16V inline 4
		B18C 98 Spec-R	1.8L DOHC 16V inline 4
		H22A	2.2L DOHC 16V inline 4
Honda	1999 Civic Si Coupe	B16B	1.6L DOHC 16V inline 4
		B18C	1.8L DOHC 16V inline 4
		B18C 98 Spec-R	1.8L DOHC 16V inline 4
		H22A	2.2L DOHC 16V inline 4
		K20A	2.0L DOHC 16V inline 4
Honda	1994 Civic Si	B16B	1.6L DOHC 16V inline 4
		B18C	1.8L DOHC 16V inline 4
		B18C 98 Spec-R	1.8L DOHC 16V inline 4
		H22A	2.2L DOHC 16V inline 4
		K20A	2.0L DOHC 16V inline 4
Honda	1991 CRX Si-R	B16B	1.6L DOHC 16V inline 4
		B18C	1.8L DOHC 16V inline 4
		B18C 98 Spec-R	1.8L DOHC 16V inline 4
		H22A	2.2L DOHC 16V inline 4
		H22A Spec-S	2.2L DOHC 16V inline 4
Honda	2000 Integra Type R	K20A	2.0L DOHC 16V inline 4
Lexus	2003 IS300	2JZ-GTE	3.0L DOHC 24V twin turbocharged inline 6
		3UZ-FE	4.3L DOHC 32V V8
Lotus	1972 Elan Sprint	2ZZ-GE	1.8L DOHC 16v inline 4
Mazda	2000 Miata MX-5 1.8i Sport	13B-REW	1.3L 2 rotor twin turbocharged rotary
Mazda	2002 RX-7 Spirit R	20B-REW	2.0L 3 rotor twin turbocharged rotary
Mazda	2004 RX-8	20B-REW	2.0L 3 rotor twin turbocharged rotary
Nissan	1998 240SX SE	RB25DET	2.5L DOHC 24V turbocharged inline 6
		RB26DETT	2.6L DOHC 24V twin turbocharged inline 6
		SR20DET	2.0L DOHC 16V turbocharged inline 4
Nissan	1972 240 ZX	RB26DETT	2.6L DOHC 24V twin turbocharged inline 6
		SR20DET	2.0L DOHC 16V turbocharged inline 4
Nissan	2000 S15 Silvia Spec-R	RB26DETT	2.6L DOHC 24V twin turbocharged inline 6
Porsche	1955 550 Spyder	911/83	2.7L Aircooled SOHC 12v Flat-6
Porsche	1973 911 Carrera RS	996/GT2	3.6L Watercooled DOHC 24V Flat-6

APPENDIX II: UPGRADES

Make	Model	Swap Engine	Description
Porsche	2003 Boxster S (hardtop)	996/3387	3.4L Watercooled DOHC 24V Flat-6
		996/GT3	3.6L Watercooled DOHC 24V Flat-6
		996/GT2-T	3.6L Watercooled DOHC 24V Flat-6 TwinTurbo
Subaru	1999 Impreza 2.5RS Coupe	EJ20t	2.0L DOHC 16V turbocharged flat 4
		EJ22t	2.2L DOHC 16V turbocharged flat 4
		EJ25t	2.5L DOHC 16V turbocharged flat 4
Toyota	1985 AE86 Sprinter Trueno GT Apex	3S-GE	2.0L DOHC 16V inline 4
		3S-GTE	2.0L DOHC 16V turbocharged inline 4
Toyota	2003 Altezza RS200	2JZ-GE	3.0L DOHC 24V inline 6
		2JZ-GTE	3.0L DOHC 24V twin turbocharged inline 6
		3UZ-FE	4.3L DOHC 32V V8
Volkswagen	1995 Corrado SLC	BJS	3.2L DOHC 24V V6
Volkswagen	2003 Jetta GLX VR6	BJS	3.2L DOHC 24V V6
Volkswagen	2004 New Beetle Turbo S	BJS	3.2L DOHC 24V V6



PAINTABLE CARS

The following cars listed are the ones for which painting is allowed.

Make	Model
Acura	1997 NSX
Acura	2001 Integra Type-R
Acura	2002 RSX Type-S
Acura	2003 3.2 CL Type-S
Acura	2004 NSX
Aston Martin	2001 V12 Vanquish
Aston Martin	2005 DB9 Coupe
Audi	2000 S4
Audi	2003 RS 6
Audi	2004 S4
Audi	2004 TT Coupe 3.2 quattro
Bentley	2004 Continental GT
Chrysler	2004 PT Cruiser GT Turbo
Chrysler	2005 ME Four-Twelve
Dodge	1970 Challenger R/T Hemi
Dodge	1996 Stealth R/T Turbo
Dodge	1999 Viper GTS ACR
Dodge	2003 SRT4
Dodge	2003 Viper SRT10
Dodge	2004 Viper Competition Coupe
Eagle	1998 Talon TSi Turbo
Ferrari	1964 250 GTO
Ferrari	1967 330 P4
Ferrari	1969 Dino 246 GT
Ferrari	1984 GTO
Ferrari	1992 F40
Ferrari	1993 512 TR
Ferrari	1995 F50
Ferrari	1998 355 GTS
Ferrari	1998 F355 Challenge
Ferrari	2002 575M Maranello
Ferrari	2003 Enzo Ferrari
Ferrari	2004 360 Modena
Ferrari	2004 Challenge Stradale
Ferrari	2005 612 Scaglietti
Ford	1966 GT40
Ford	1968 Shelby Mustang GT-500KR
Ford	1970 Mustang Boss 429
Ford	2000 Mustang Cobra R
Ford	2000 Saleen Mustang S281
Ford	2003 Focus SVT
Ford	2005 Ford GT
Ford	2005 Mustang GT
Honda	1991 CRX Si-R (J)
Honda	1992 NSX-R (J)

Make	Model
Honda	1994 Civic Si
Honda	1995 Civic Del Sol VTEC
Honda	1999 Civic Si Coupe
Honda	2000 Aerogear Integra Type-R
Honda	2000 Integra Type-R (J)
Honda	2000 Prelude Type SH
Honda	2000 VIS Racing Integra Type-R
Honda	2002 Integra Type-R (J)
Honda	2002 Mugen Integra Type-R
Honda	2003 S2000
Honda	2004 Accord Coupe EX
Honda	2004 Civic Type-R (J)
Honda	2004 Mugen Civic Type-R
Honda	2004 NSX-R (J)
Honda	2004 Wings West Civic
Hyundai	2003 Tiburon GT
Infiniti	2003 G35 Coupe
Jaguar	1961 E-Type S1
Jaguar	1993 XJ220
Koenigsegg	2002 CC8S
Lancia	1974 Stratos HF Stradale
Lancia	1992 Delta Integrale EVO
Lexus	2002 SC430
Lexus	2003 IS300
Lotus	1972 Elan Sprint
Lotus	2002 Elise 111S
Lotus	2002 Esprit V8
Lotus	2005 Elise
Lotus	2005 Exige
Mazda	1990 RX-7 Turbo
Mazda	1995 AB Flug RX-7
Mazda	1995 INGS RX-7
Mazda	1995 RX-7 Turbo
Mazda	2000 Miata MX-5 1.8i Sport
Mazda	2000 MX-5 MAZDASPEED
Mazda	2002 RX-7 Spirit R
Mazda	2003 Protégé MAZDASPEED
Mazda	2004 3 Sport
Mazda	2004 RX-8
Mazda	2004 RX-8 MAZDASPEED
Mercedes	1954 300SL Gullwing Coupe
Mercedes	2003 CLK55 AMG Coupe
Mercedes	2004 C32 AMG
Mercedes	2005 CL65 AMG
Mercedes	2005 SLR

Make	Model
MINI	2003 Cooper-S
Mitsubishi	1995 Eclipse GSX
Mitsubishi	1997 3000GT VR-4
Mitsubishi	1998 FTO GP Version R
Mitsubishi	1999 Lancer Evolution VI GSR
Mitsubishi	2003 Eclipse GTS
Mitsubishi	2004 Lancer Evolution VIII FQ-330
Mitsubishi	2004 Lancer Evolution VIII GSR
Nissan	1972 240 ZX
Nissan	1994 300ZX Twin Turbo Version R
Nissan	1994 Fairlady Twin Turbo
Nissan	1995 Skyline GT-R
Nissan	1998 240 SX SE
Nissan	1998 Silvia
Nissan	2000 Silvia Spec-R
Nissan	2002 Skyline GT-R V Spec II
Nissan	2002 Skyline GT-R V Spec II Nür
Nissan	2003 350Z Track
Nissan	2003 Fairlady
Nissan	2003 Skyline
Nissan	2004 Altima 3.5 SE
Pagani	1999 Zonda C12
Panoz	2001 Esperante GTL
Peugeot	2004 206 Gti 180
Porsche	1956 550 A Spyder
Porsche	1973 911 Carrera RS
Porsche	1986 959
Porsche	1987 911 Turbo 3.3
Porsche	1989 944 Turbo
Porsche	1995 911 GT2
Porsche	2003 911 GT3
Porsche	2003 Boxster S
Porsche	2003 Carrera GT
Renault	2003 Sport Clio V6 RS
Saleen	2004 S7
Shelby	1967 Cobra 427 SC
Shelby	1999 Series 1
Subaru	1998 Impreza 22B STi
Subaru	1999 Impreza 2.5RS Coupe
Subaru	2004 Impreza WRX STi
Toyota	1969 2000GT
Toyota	1985 AE86 Sprinter Trueno GT Apex
Toyota	1992 Supra Turbo
Toyota	1995 Border MR2 Turbo T-bar
Toyota	1995 MR2 Turbo T-Bar

Make	Model
Toyota	1995 TOM'S T020 MR2
Toyota	1995 VIS Racing MR2 Turbo T-bar
Toyota	1998 AB Flug S900 Supra Turbo
Toyota	1998 Supra Twin Turbo
Toyota	2002 MR2 Spyder
Toyota	2002 MR-S
Toyota	2002 Soarer 430SCV
Toyota	2002 TOM'S W123 MR-S
Toyota	2002 TOM'S Z382 Soarer
Toyota	2003 APR Performance Celica GTS
Toyota	2003 Celica 1800 VVT-i
Toyota	2003 Celica GT-S
Toyota	2004 Altezza RS200
Toyota	2004 Camry Solara
TVR	1998 Cerbera Speed 12
TVR	2001 Tuscan R
TVR	2001 Tuscan S
Volkswagen	1995 Corrado SLC
Volkswagen	2003 Golf R32
Volkswagen	2003 Jetta GLX VR6
Volkswagen	2004 New Beetle Turbo S
Volvo	2004 S60 R

CARS WITH BODY KITS

The cars in the following list have body kits available for customization.

Make	Model
Audi	2004 TT Coupe 3.2 quattro
Chrysler	2004 PT Cruiser GT Turbo
Dodge	1996 Stealth R/T Turbo
Dodge	2003 SRT4
Eagle	1998 Talon TSi Turbo
Ford	2000 Mustang Cobra R
Ford	2003 Focus SVT
Honda	1991 CRX Si-R (J)
Honda	1992 NSX-R (J)
Honda	1994 Civic Si
Honda	1995 Civic Del Sol VTEC
Honda	1999 Civic Si Coupe
Honda	2000 Prelude Type SH
Honda	2002 Integra Type-R (J)
Honda	2003 S2000
Honda	2004 Accord Coupe EX

CARS WITH BODY KITS


Make	Model
Honda	2004 Civic Type-R (J)
Honda	2004 NSX-R (J)
Hyundai	2003 Tiburon GT
Infiniti	2003 G35 Coupe
Lexus	2002 SC430
Lexus	2003 IS300
Mazda	1990 RX-7 Turbo
Mazda	1995 RX-7 Turbo
Mazda	2000 Miata MX-5 1.8i Sport
Mazda	2000 MX-5 MAZDASPEED
Mazda	2002 RX-7 Spirit R
Mazda	2003 Protégé MAZDASPEED
Mazda	2004 3 Sport
Mazda	2004 RX-8
Mazda	2004 RX-8 MAZDASPEED
Mitsubishi	1995 Eclipse GSX
Mitsubishi	1997 3000GT VR-4
Mitsubishi	1998 FTO GP Version R
Mitsubishi	1999 Lancer Evolution VI GSR
Mitsubishi	2003 Eclipse GTS
Mitsubishi	2004 Lancer Evolution VIII FQ-330
Mitsubishi	2004 Lancer Evolution VIII GSR
Nissan	1994 300ZX Twin Turbo Version R
Nissan	1994 Fairlady Twin Turbo
Nissan	1995 Skyline GT-R
Nissan	1998 240 SX SE

Make	Model
Nissan	1998 Silvia
Nissan	2000 Silvia Spec-R
Nissan	2002 Skyline GT-R V Spec II
Nissan	2003 350Z Track
Nissan	2003 Fairlady
Nissan	2003 Skyline
Nissan	2004 Altima 3.5 SE
Peugeot	2004 206 GTi 180
Renault	2003 Sport Clio V6 RS
Subaru	1998 Impreza 22B STi
Subaru	1999 Impreza 2.5RS Coupe
Subaru	2004 Impreza WRX STi
Toyota	1992 Supra Turbo
Toyota	1995 MR2 Turbo T-Bar
Toyota	1998 Supra Twin Turbo
Toyota	2002 MR2 Spyder
Toyota	2002 MR-S
Toyota	2002 Soarer 430SCV
Toyota	2003 Celica 1800 VVT-i
Toyota	2003 Celica GT-S
Toyota	2004 Altezza RS200
Volkswagen	1995 Corrado SLC
Volkswagen	2003 Golf R32
Volkswagen	2003 Jetta GLX VR6
Volkswagen	2004 New Beetle Turbo S
Volvo	2004 S60 R

APPENDIX III: THE CAR DAMAGE SYSTEM

DAMAGE SYSTEM



These are the systems on your car that can be damaged during your races. Each of these systems are represented independently in the Damage HUD that can be displayed using . System damage occurs when your car impacts another vehicle or track feature with enough force (based on speed, direction, and weight of the objects involved) to register the damage. The largest effect of damage is to your pocketbook. However, depending on damage level difficulty setting, it can also have a severe impact on the car's performance. Systems also

DAMAGE SYSTEM CONTINUED



can be damaged through excessive wear caused by extreme tuning or unbalanced upgrades.

At the default damage difficulty level, in-game damage does not negatively affect your ability to compete in a race. When set to full damage, all the system damage described below applies and negatively affects your car's performance. Detectable noises associated with damage include different tire scrubbing and squealing, missed gear grinding, tire and body panel rubbing whirs, heavy wind resistance whistles, loose parts scraping, as well as sporadic knocks and rumbles. Visual effects associated with damage include sparks from loose and missing parts, broken glass, broken vents and grilles, scraped paint, and deformed body panels.

Gearbox and Clutch

Gearbox damage is mostly limited to impacts (with road surface, curbs, walls, other vehicles, etc.) displayed on your car's undercarriage or door panels. Gearbox damage may also occur if the car is involved in a powerful impact from any direction.

Performance Effects: Damaged transmission adds to the shifting time of the car. Specifically, transmission damage adds to

the first stage of the shift. As the gears are being changed, the car sits in neutral a split second longer as it misses or pops out of gear. Clutch wear increases the time it takes for the clutch to engage. Once the shift has taken place, the clutch simulates slippage by not allowing the car to immediately accelerate in the gear.

Detectable Noise: None
Visual Damage: None

Driveline/Axle

Driveline and axle damage is limited to impacts (with road surface, curbs, walls, other vehicles, etc.) and shown on the car's undercarriage or the door panels.

Performance Effects: Damaged Driveline/Axle decreases the amount of power transferred from the engine to the wheels.

Detectable Noise: None
Visual Damage: None

Body/Aerodynamics

Body panels are relatively easy to crumple. Therefore, this is the most frequent type of damage. Fiberglass, carbon fiber, and sheet metal may appear as slightly different damage.

Performance Effects: Body damage increases the drag coefficient. This increase in drag slightly affects the car's acceleration and strongly affects the car's top speed. You may also notice a high speed rumble from wind buffeting the car.

Detectable Noise: At higher speeds the crumpled body

panels create a wind whistling and buffeting sound over the car.

Visual Damage: Body damage includes crumpled panels, scraped paint, broken grille, lost or loose parts (bumper, fenders, exhaust, mirrors), as well as broken glass. At high speed, the crumpled fender and odd lines may create vapor trails off the car.

Downforce

Front downforce damage is the result of either removing or damaging the front bumper and/or splitter. Front downforce damage results from collisions to the front or top/front of the vehicle. It can also occur by striking either side of the car on the front corners.

Rear downforce damage is the product of either removing or damaging the rear spoiler and/or diffuser. Rear wing downforce damage results from collisions to the rear or top/rear of the vehicle. It can also occur by striking either side of the car on the rear corners. Rear splitter damage results from collisions with the rear underside of the vehicle.

Performance Effects: Downforce damage causes a loss of downforce to the relevant

end of the car. This damage decreases the downforce load (and thus decreases grip) on the front/steering tires at high speed. Therefore at 100 percent front downforce damage, there should also be no wing-induced downforce applied to the rear wheels of the car. This damage can also make the car less balanced when cornering at high speeds. Removing rear downforce while maintaining front downforce can severely destabilize the car at high speeds.

Detectable Noise: None
Visual Damage: Wing damage is most easily recognized in third-person cameras. The front bumper/splitter appears damaged or has been totally removed. This is visible only in look-back view or replays.

Head/Tail Light

Headlights, brake lights, tail indicators, and fog lights are damaged by direct impacts.

Performance Effects: In the case of headlights and fog lights, this type of damage results in less light on the road. In night, fog, or rainy conditions this can severely affect your ability to navigate the track.

Detectable Noise: None
Visual Damage: No flare in the light, no projected light from the headlights. You may see a flickering effect on partially

damaged lights or a white flare from brake lights that have a broken housing but have no damage to the bulb.



Brake

Corner collisions can damage the car's brakes. Brake damage is applied to any of the four brakes independently depending on impact type, and can cause instability in the car during braking.

Performance Effects: Brake damage manifests itself mostly as a brake balance problem. The damaged brake exerts less clamping force than the other

brakes. This results in less stopping power to that corner of the vehicle. ABS systems should still be able to keep the car somewhat balanced by applying correct pressure in bursts independently to each brake. Having all brakes damaged to the same level will regain balance but decreases the car's overall stopping ability.

Detectable Noise: None
Visual Damage: None

Steering

Front corner collisions can damage the car's steering.

Performance Effects: On straightaways, the car drifts

slightly in the direction of the worst front corner impact.

Detectable Noise: None
Visual Damage: None

Suspension

Corner impacts can damage the car's suspension.

Performance Effects: Suspension damage results in a loss of damping—the car appears to "bounce" one or twice after compression. This can

affect car handling. Suspension damage does not affect the car's ride height.

Detectable Noise: None
Visual Damage: Visible lack of suspension dampening during the car's recovery from suspension compression.

Engine

Engine damage is the result of collisions with engine compartment. Front-engine cars have a greater chance of damaging the engine through front-end collisions. Likewise, rear-engine cars have a greater chance of sustaining engine damage when hit from the rear.

NOTE: In the hardest difficulty level, over-revving the engine (even at the starting line) will damage the engine.

Performance Effects: Depending on level of difficulty, the effect of engine damage is a loss of power and engine

sputters. Every collision resulting in more damage to the engine is represented by a loss of peak power and higher likelihood that the engine will misfire. When the engine misfires, the effect is very similar to the rev-limiter.

Detectable Noise: Most of the engine audio feedback is a result of the loss of power. The car accelerates through the gears less quickly because of a diminished power curve. However, the engine also exhibits a subtle amount of grinding associated with RPM at high damage.

Visual Damage: None

Tire Wear

Tire wear is a result of normal operation. Excessive heat, odd pressure settings, and excessive sliding will wear down the tires much faster.

Performance Effects:

Decreased grip

Detectable Noise: None

Visual Damage: None

Tire Heat

Tires heat up as a result of normal operation. Weight, sliding, and pressure affect heat. Heat is tracked on the inside and outside of the tire separately. Core (inside) temperature slowly increases whereas outside temperature (represented in the Tire Heat HUD) fluctuates rapidly.

Performance Effects: Grip first increases as tires heat up; then as the heat becomes excessive, grip decreases substantially.

Detectable Noise: None

Visual Damage: None

Out of Fuel

Longer races include fuel loss and pit stops. The car loses weight as the amount of fuel decreases. Your car eventually runs out of fuel during a long race if you don't refuel in the pit.

Performance Effects: When the car first runs out of fuel, it begins to sputter as it oscillates

irregularly between full and 50 horsepower for 30 seconds.

After the 30-second warning period, depending on difficulty level, your car either: 1) drops horsepower or 2) loses all engine power and stalls.

Detectable Noise: None

Visual Damage: None



APPENDIX III: THE CAR DAMAGE SYSTEM



APPENDIX IV: REWARDS AND UNLOCKS

ASIAN REGION REWARDS

Level	Title	Name	Description
0	Level 0 Reward	Forza Motorsport	Welcome to Forza Motorsport!
1	Level 1 Reward	Toyo Tires	You've established a relationship with Toyo Tires. Modified Tire upgrades for all cars are 10% off in the upgrade shop.
2	Level 2 Reward	Brembo	You've established a relationship with Brembo. Modified Brake upgrades for all cars are 10% off in the upgrade shop.
3	Level 3 Reward	Injen	You've established a relationship with Injen. Modified Intake and Exhaust upgrades for Asian cars are 10% off in the upgrade shop.
4	Level 4 Reward	Intrax	You've established a relationship with Intrax. Modified Suspension upgrades for Asian cars are 10% off in the upgrade shop.
5	Level 5 Reward	New Cars	You've established a relationship with one of the biggest car manufacturers in North America. There are new cars available in three different dealerships, and one of the dealers has sent you a car.
6	Level 6 Reward	ACT	You've established a relationship with ACT—Advanced Clutch Technology. Modified Clutch and Flywheel upgrades for all cars are 10% off in the upgrade shop.
7	Level 7 Reward	NGK	You've established a relationship with NGK. Modified Fuel and Ignition upgrades for Asian cars are 10% off in the upgrade shop.
8	Level 8 Reward	Prodrive	You've established a relationship with Prodrive. Modified Transmission upgrades for all cars are 10% off in the upgrade shop.
9	Level 9 Reward	Cusco	You've established a relationship with Cusco. All Differential upgrades for Asian cars are 10% off in the upgrade shop.
10	Level 10 Reward	Ford and Panoz	You've established a relationship with North American manufacturers Ford and Panoz. There are new cars available in the Ford and Panoz dealerships. In addition, Ford has sent you a 2005 Mustang GT.
11	Level 11 Reward	N.O.P.I.	You've established a relationship with N.O.P.I. Modified Turbo and Supercharger systems for all cars are 10% off in the upgrade shop.
12	Level 12 Reward	HKS	You've established a relationship with HKS. Modified Intercooler upgrades for Asian cars are 10% off in the upgrade shop.
13	Level 13 Reward	Sparco	You've established a relationship with Sparco. Modified Weight Reduction upgrades for all cars are 10% off in the upgrade shop.
14	Level 14 Reward	Jun	You've established a relationship with Jun. Modified Engine Tuning upgrades for Asian cars are 10% off in the upgrade shop.
15	Level 15 Reward	United Kingdom	You've established a relationship with several UK Manufacturers. There are new cars available in the Aston Martin, Bentley, TVR, Jaguar, Vauxhall, and Lotus dealerships. In addition, Aston Martin has sent you a 2005 DB9 Coupe.
16	Level 16 Reward	Toyo Tires	Toyo Tires has extended their relationship. Modified and Clubsport Tire upgrades for all cars are now 15% off in the upgrade shop.
17	Level 17 Reward	Brembo	Brembo has extended their sponsorship. Modified and Clubsport Brake upgrades for all cars are now 15% off in the upgrade shop.
18	Level 18 Reward	DC Sports	You've established a relationship with DC Sports. Modified and Clubsport Intake and Exhaust upgrades for Asian cars are 15% off in the upgrade shop.
19	Level 19 Reward	Intrax	Intrax has extended their sponsorship. Modified and Clubsport Suspension upgrades for Asian cars are now 15% off in the upgrade shop.

APPENDIX IV: REWARDS AND UNLOCKS

Level	Title	Name	Description
20	Level 20 Reward	Ferrari	You've established a relationship with Italian manufacturer Ferrari. There are new cars available in the Ferrari dealership. In addition, Ferrari has sent you a 2005 612 Scaglietti.
21	Level 21 Reward	ACT	ACT has extended their sponsorship. Modified and Clubsport Clutch and Flywheel upgrades for all cars are now 15% off in the upgrade shop.
22	Level 22 Reward	NGK	NGK has extended their sponsorship. Modified and Clubsport Fuel and Ignition upgrades for Asian cars are now 15% off in the upgrade shop.
23	Level 23 Reward	Prodrive	Prodrive has extended their sponsorship. Modified and Clubsport Transmission upgrades for all cars are now 15% off in the upgrade shop.
24	Level 24 Reward	Cusco	Cusco has extended their relationship. All Differential/Drivetrain upgrades for Asian cars are now 15% off in the upgrade shop.
25	Level 25 Reward	Germany	You've established a relationship with German car manufacturers Porsche and Mercedes. There are new cars available in the Porsche and Mercedes dealerships. In addition, Porsche has sent you a 2003 911 GT3.
26	Level 26 Reward	N.O.P.I.	N.O.P.I. has extended their sponsorship. Modified and Clubsport Turbo and Supercharger systems for all cars are now 15% off in the upgrade shop.
27	Level 27 Reward	HKS	HKS has extended their sponsorship. Modified and Clubsport Intercooler upgrades for Asian cars are now 15% off in the upgrade shop.
28	Level 28 Reward	Sparco	Sparco extended their sponsorship. Modified and Clubsport Weight Reduction upgrades for all cars are 15% off in the upgrade shop.
29	Level 29 Reward	Jun	Jun has extended their sponsorship. Modified and Clubsport Engine Tuning upgrades for Asian cars are now 15% off in the upgrade shop.
30	Level 30 Reward	Chrysler	You've established a relationship with Chrysler of North America. There are new cars available in the Dodge and Eagle dealerships. In addition, Dodge has sent you a 2003 Viper SRT10.
31	Level 31 Reward	Bridgestone	You've established a relationship with Bridgestone. All Tire upgrades for all cars are 25% off in the upgrade shop.
32	Level 32 Reward	Brembo	Brembo has raised their level of sponsorship. All Brake upgrades for all cars are now 25% off in the upgrade shop.
33	Level 33 Reward	Borla	You've established a relationship with Borla. All Intake and Exhaust upgrades for all cars are 25% off in the upgrade shop.
34	Level 34 Reward	Eibach	You've established a relationship with Eibach. All Suspension upgrades for all cars are 25% off in the upgrade shop.
35	Level 35 Reward	Koenigsegg	You've established relationship with Swedish super car manufacturer Koenigsegg. In addition, Koenigsegg has sent you a 2002 CC8S super car.
36	Level 36 Reward	ACT	ACT has raised their level of sponsorship. All Clutch and Flywheel upgrades for all cars are now 25% off in the upgrade shop.
37	Level 37 Reward	AEM	You've established a relationship with AEM—Advanced Engine Management. All Fuel and Ignition upgrades for all cars are 25% off in the upgrade shop.
38	Level 38 Reward	Prodrive	Prodrive has raised their level of sponsorship. All Transmission upgrades for all cars are now 25% in the upgrade shop.
39	Level 39 Reward	Cusco	Cusco has raised their level of sponsorship. All Differential/Drivetrain upgrades for Asian cars are now 25% off in the upgrade shop.
40	Level 40 Reward	Race Teams	You've established a relationship with two race teams—Champion Audi and an American team. There are new race cars available in their sponsors' dealerships, and the American dealership has sent you a car.
41	Level 41 Reward	N.O.P.I.	N.O.P.I. has raised their level of sponsorship. All Turbo and Supercharger upgrades for all cars are now 25% off in the upgrade shop.

ASIAN REGION REWARDS CONTINUED

Level	Title	Name	Description
42	Level 42 Reward	HKS	HKS has raised their level of sponsorship. All Intercooler upgrades for Asian cars are now 25% off in the upgrade shop.
43	Level 43 Reward	Sparco	Sparco has raised their level of sponsorship. Professional All Weight Reduction upgrades for all cars are now 25% off in the upgrade shop.
44	Level 44 Reward	Jun	Jun has raised their level of sponsorship. All Engine Tuning upgrades for all cars are now 25% off in the upgrade shop.
45	Level 45 Reward	OPC and BMW	You've established a relationship with German race teams Opel OPC and BMW Motorsport. There are new cars available in the Opel dealerships. In addition, OPC Team Phoenix has sent you the 2003 #5 OPC Team Phoenix Astra V8 race car.
46	Level 46 Reward	Saleen	You've established relationship with North American manufacturer Saleen. They have sent you a 2004 S7 super car.
47	Level 47 Reward	Porsche	Porsche has raised their level of sponsorship. They have sent you a 2003 Carrera GT super car.
48	Level 48 Reward	Ferrari	Ferrari has raised their level of sponsorship. They have sent you a 2003 Enzo Ferrari super car.
49	Level 49 Reward	Chrysler	Chrysler has raised their level of sponsorship. They have sent you a 2005 ME Four-Twelve prototype super car.
50	Level 50 Reward	TVR	TVR has extended their level of sponsorship. They have sent you a 1998 Cerbera Speed 12 prototype super car.

EUROPEAN REGION REWARDS

Described below are the rewards for a profile created for the European region.

Level	Title	Name	Description
0	Level 0 Reward	Forza Motorsport	Welcome to Forza Motorsport!
1	Level 1 Reward	Pirelli	You've established a relationship with Pirelli. Modified Tires for all cars are 10% off in the upgrade shop.
2	Level 2 Reward	Brembo	You've established a relationship with Brembo. Modified Brakes upgrades for all cars are 10% off in the upgrade shop.
3	Level 3 Reward	OMP Racing	You've established a relationship with OMP Racing. Intake and Exhaust upgrades for European cars are 10% off in the upgrade shop.
4	Level 4 Reward	Koni	You've established a relationship with Koni. Modified Suspension upgrades for European cars are 10% off in the upgrade shop.
5	Level 5 Reward	Acura	You've established a relationship with North American manufacturer Acura. There are new cars available in the Acura dealership. In addition, Acura has sent you a 2004 NSX.
6	Level 6 Reward	ACT	You've established a relationship with ACT—Advanced Clutch Technology. Modified Clutch and Flywheel upgrades for all cars are 10% off in the upgrade shop.
7	Level 7 Reward	Autothority	You've established a relationship with Autothority. Modified Fuel and Ignition upgrades for European cars are 10% off in the upgrade shop.
8	Level 8 Reward	Prodrive	You've established a relationship with Prodrive. Modified Transmission upgrades for all cars are 10% off in the upgrade shop.
9	Level 9 Reward	Cosworth	You've established a relationship with Cosworth. All Differential/Drivetrain upgrades for European cars are 10% off in the upgrade shop.
10	Level 10 Reward	TOM'S and Mugen	You've established a relationship with Japanese car tuners TOM'S and Mugen. There are new cars available in the Toyota and Honda dealerships. In addition, Mugen has sent you a 2003 Mugen S2000.
11	Level 11 Reward	N.O.P.I.	You've established a relationship with N.O.P.I. Modified Turbo and Supercharger systems for all cars are 10% off in the upgrade shop.

APPENDIX IV: REWARDS AND UNLOCKS

Level	Title	Name	Description
12	Level 12 Reward	Neuspeed	You've established a relationship with Neuspeed. Modified Intercooler upgrades for European cars are 10% off in the upgrade shop.
13	Level 13 Reward	Sparco	You've established a relationship with Sparco. Modified Weight Reduction upgrades for all cars are 10% off in the upgrade shop.
14	Level 14 Reward	Magneti Marelli	You've established a relationship with Magneti Marelli. Modified Engine Tuning upgrades for European cars are 10% off in the upgrade shop.
15	Level 15 Reward	Chrysler	You've established a relationship with Chrysler of North America. There are new cars available in the Dodge and Eagle dealerships. In addition, Dodge has sent you a classic 1970 Challenger R/T Hemi.
16	Level 16 Reward	Pirelli	Pirelli has extended their sponsorship. Modified and Clubsport Tires for all cars are now 15% off in the upgrade shop.
17	Level 17 Reward	Brembo	Brembo has extended their sponsorship. Modified and Clubsport Brake upgrades for all cars are now 15% off in the upgrade shop.
18	Level 18 Reward	Milltek	You've established a relationship with Milltek. Modified and Clubsport Intake and Exhaust upgrades for European cars are 15% off in the upgrade shop.
19	Level 19 Reward	Ohlins	You've established a relationship with Ohlins. Modified and Clubsport Suspension upgrades for European cars are 15% off in the upgrade shop.
20	Level 20 Reward	New Cars	You've established a relationship with one of the biggest car manufacturers in North America. There are new cars available in three different dealerships, and one of the dealers has sent you a car.
21	Level 21 Reward	ACT	ACT has extended their sponsorship. Modified and Clubsport Clutch and Flywheel upgrades for all cars are now 15% off in the upgrade shop.
22	Level 22 Reward	Autothority	Autothority has extended their sponsorship. Clubsport Fuel and Ignition upgrades for European cars are now 15% off in the upgrade shop.
23	Level 23 Reward	Prodrive	Prodrive has extended their sponsorship. Modified and Clubsport Transmission upgrades for all cars are now 15% off in the upgrade shop.
24	Level 24 Reward	Cosworth	Cosworth has extended their sponsorship. All Differential/Drivetrain upgrades for European cars are now 15% off in the upgrade shop.
25	Level 25 Reward	Mine's and Tommy Kaira	You've established a relationship with Japanese car tuners Mine's and Tommy Kaira. There are new cars available in the Mitsubishi, Nissan, and Subaru dealerships. In addition, Tommy Kaira has sent you a 2002 Tommy Kaira Skyline GT-R R34.
26	Level 26 Reward	N.O.P.I.	N.O.P.I. has extended their sponsorship. Modified and Clubsport Turbo and Supercharger systems for all cars are now 15% off in the upgrade shop.
27	Level 27 Reward	Neuspeed	Neuspeed has extended their sponsorship. Modified and Clubsport Intercooler upgrades for European cars are now 15% off in the upgrade shop.
28	Level 28 Reward	Sparco	Sparco has extended their sponsorship. Modified and Clubsport Weight Reduction upgrades for all cars are now 15% off in the upgrade shop.
29	Level 29 Reward	Magneti Marelli	Magneti Marelli has extended their sponsorship. Modified and Clubsport Engine Tuning upgrades for European cars are now 15% off in the upgrade shop.
30	Level 30 Reward	Ford and Panoz	You've established a relationship with North American manufacturers Ford and Panoz. There are new cars available in the Ford and Panoz dealerships. In addition, Ford has sent you a 2005 Ford GT.
31	Level 31 Reward	Bridgestone	You've established a relationship with Bridgestone. All Tires for all cars are 25% off in the upgrade shop.
32	Level 32 Reward	Brembo	Brembo has raised their level of sponsorship. All Brake upgrades for all cars are now 25% off in the upgrade shop.
33	Level 33 Reward	Borla	You've established a relationship with Borla. All Intake and Exhaust upgrades for all cars are 25% off in the upgrade shop.

EUROPEAN REGION REWARDS CONTINUED

Level	Title	Name	Description
34	Level 34 Reward	Eibach	You've established a relationship with Eibach. All Suspension upgrades for all cars are 25% off in the upgrade shop.
35	Level 35 Reward	VeilSide and AB Flug	You've established a relationship with Toyota Supra tuners VeilSide and AB Flug. There are new cars available in the Toyota dealership. In addition, AB Flug has sent you a 1998 AB Flug S900 Supra Turbo super car.
36	Level 36 Reward	ACT	ACT has raised their level of sponsorship. All Clutch and Flywheel upgrades for all cars are now 25% off in the upgrade shop.
37	Level 37 Reward	AEM	You've established a relationship with AEM. All Fuel and Ignition upgrades for all cars are 25% off in the upgrade shop.
38	Level 38 Reward	Prodrive	Prodrive has raised their level of sponsorship. All Transmission upgrades for all cars are now 25% in the upgrade shop.
39	Level 39 Reward	Cosworth	Cosworth has raised their level of sponsorship. All Differential/Drivetrain upgrades for European cars are now 25% off in the upgrade shop.
40	Level 40 Reward	Race Teams	You've established a relationship with two race teams—an American team and Champion Audi. There are new race cars available in their sponsors' dealerships, and Audi has sent you the 2003 #1 Champion RS 6 race car.
41	Level 41 Reward	N.O.P.I.	N.O.P.I. has raised their level of sponsorship. All Turbo and Supercharger upgrades for all cars are now 25% off in the upgrade shop.
42	Level 42 Reward	Neuspeed	Neuspeed has raised their level of sponsorship. All Intercooler upgrades for European cars are now 25% off in the upgrade shop.
43	Level 43 Reward	Sparco	Sparco has raised their level of sponsorship. All Weight Reduction upgrades for all cars are now 25% off in the upgrade shop.
44	Level 44 Reward	Magneti Marelli	Magneti Marelli has raised their level of sponsorship. All Engine Tuning upgrades for European cars are now 25% off in the upgrade shop.
45	Level 45 Reward	JGTC	You've established relationship with several race teams from the JGTC. There are new race cars available in the Honda, Toyota, Nissan, and Subaru dealerships. In addition, Team Yellow Hat sent you the 2004 #35 Yellow Hat YMS Supra race car.
46	Level 46 Reward	Saleen	You've established relationship with North American manufacturer Saleen. They have sent you a 2004 S7 super car.
47	Level 47 Reward	Porsche	You've established a relationship with Porsche. They have sent you a 2003 Carrera GT super car.
48	Level 48 Reward	Ferrari	You've established a relationship with Ferrari. They have sent you a 2003 Enzo Ferrari super car.
49	Level 49 Reward	Chrysler	Chrysler has raised their level of sponsorship. They have sent you a 2005 ME Four-Twelve prototype super car.
50	Level 50 Reward	TVR	You've established a relationship with TVR. They have sent you a 1998 Cerbera Speed 12 prototype super car.

NORTH AMERICAN REGION REWARDS

Described below are the rewards for a profile created for the North American region.

Level	Title	Name	Description
0	Level 0 Reward	Forza Motorsport	Welcome to Forza Motorsport!
1	Level 1 Reward	Hoosier	You've established a relationship with Hoosier. Modified Tires for all cars are 10% off in the upgrade shop.
2	Level 2 Reward	Brembo	You've established a relationship with Brembo. Modified Brakes upgrades for all cars are 10% off in the upgrade shop.
3	Level 3 Reward	Flow Tech	You've established a relationship with Flow Tech. Intake and Exhaust upgrades for North American cars are 10% off in the upgrade shop.

APPENDIX IV: REWARDS AND UNLOCKS

Level	Title	Name	Description
4	Level 4 Reward	Bilstein	You've established a relationship with Bilstein of America. Modified Suspension upgrades for North American cars are 10% off in the upgrade shop.
5	Level 5 Reward	TOM'S	You've established a relationship with Toyota tuner TOM'S. There are new cars available in the Toyota and Honda dealerships. In addition, TOM'S has sent you a 2002 TOM'S Z382 Soarer.
6	Level 6 Reward	ACT	You've established a relationship with ACT—Advanced Clutch Technology. Modified Clutch and Flywheel upgrades for all cars are 10% off in the upgrade shop.
7	Level 7 Reward	Holley	You've established a relationship with Holley Products. Modified Fuel and Ignition upgrades for North American cars are 10% off in the upgrade shop.
8	Level 8 Reward	Prodrive	You've established a relationship with Prodrive. Modified Transmission upgrades for all cars are 10% off in the upgrade shop.
9	Level 9 Reward	Trans-Dapt	You've established a relationship with Trans-Dapt. All Differential/Drivetrain upgrades for North American cars are 10% off in the upgrade shop.
10	Level 10 Reward	Honda and Mugen	You've established a relationship with Honda and Honda tuner Mugen. There are several new cars available Honda dealerships. In addition, Mugen has sent you a 2002 Mugen Integra Type-R.
11	Level 11 Reward	N.O.P.I.	You've established a relationship with N.O.P.I. Modified Turbo and Supercharger systems for all cars are 10% off in the upgrade shop.
12	Level 12 Reward	Weiand	You've established a relationship with Weiand. Modified Intercooler upgrades for North American cars are 10% off in the upgrade shop.
13	Level 13 Reward	Sparco	You've established a relationship with Sparco. Modified Weight Reduction upgrades for all cars are 10% off in the upgrade shop.
14	Level 14 Reward	Lunati	You've established a relationship with Lunati. Modified Engine Tuning upgrades for North American cars are 10% off in the upgrade shop.
15	Level 15 Reward	United Kingdom	You've established a relationship with several UK Manufacturers. There are new cars available in the Aston Martin, Bentley, TVR, Jaguar, Vauxhall, and Lotus dealerships. In addition, Bentley has sent you a 2004 Continental GT.
16	Level 16 Reward	Hoosier	Hoosier has extended their sponsorship. Modified and Clubsport Tires for all cars are now 15% off in the upgrade shop.
17	Level 17 Reward	Brembo	Brembo has extended their sponsorship. Modified and Clubsport Brake upgrades for all cars are now 15% off in the upgrade shop.
18	Level 18 Reward	Magnaflow	You've established a relationship with Magnaflow Performance. Modified and Clubsport Intake and Exhaust upgrades for North American cars are 15% off in the upgrade shop.
19	Level 19 Reward	Bilstein	Bilstein has extended its level of sponsorship. Modified and Clubsport Suspension upgrades for North American cars are now 15% off in the upgrade shop.
20	Level 20 Reward	Germany	You've established a relationship with German car manufacturers Porsche and Mercedes. There are new cars available in the Porsche and Mercedes dealerships. In addition, Mercedes has sent you a CL65 AMG.
21	Level 21 Reward	ACT	ACT has extended their sponsorship. Modified and Clubsport Clutch and Flywheel upgrades for all cars are now 15% off in the upgrade shop.
22	Level 22 Reward	Holley	Holley has extended their sponsorship. Clubsport Fuel and Ignition upgrades for North American cars are now 15% off in the upgrade shop.
23	Level 23 Reward	Prodrive	Prodrive has extended their sponsorship. Modified and Clubsport Transmission upgrades for all cars are now 15% off in the upgrade shop.
24	Level 24 Reward	Trans-Dapt	Trans-Dapt has extended their sponsorship. All Differential/Drivetrain upgrades for North American cars are now 15% off in the upgrade shop.
25	Level 25 Reward	Ferrari	You've established a relationship with Italian manufacturer Ferrari. There are new cars available in the Ferrari dealership. In addition, Ferrari has sent you a 2004 360 Modena.

NORTH AMERICAN REGION REWARDS CONT.

Level	Title	Name	Description
26	Level 26 Reward	N.O.P.I.	N.O.P.I. has extended their sponsorship. Modified and Clubsport Turbo and Supercharger systems for all cars are now 15% off in the upgrade shop.
27	Level 27 Reward	Weiland	Weiland has extended their sponsorship. Modified and Clubsport Intercooler upgrades for North American cars are now 15% off in the upgrade shop.
28	Level 28 Reward	Sparco	Sparco has extended their sponsorship. Modified and Clubsport Weight Reduction upgrades for all cars are now 15% off in the upgrade shop.
29	Level 29 Reward	Lunati	Lunati has extended their sponsorship. Modified and Clubsport Engine Tuning upgrades for North American cars are now 15% off in the upgrade shop.
30	Level 30 Reward	Mine's and Tommy Kaira	You've established a relationship with Japanese car tuners Mine's and Tommy Kaira. There are new cars available in the Mitsubishi, Nissan, and Subaru dealerships. In addition, Tommy Kaira has sent you a 2002 Mine's Skyline GT-R R34.
31	Level 31 Reward	Hoosier	Hoosier has raised their level of sponsorship. All Tires for all cars are now 25% off in the upgrade shop.
32	Level 32 Reward	Brembo	Brembo has raised their level of sponsorship. All Brake upgrades for all cars are now 25% off in the upgrade shop.
33	Level 33 Reward	Borla	You've established a relationship with Borla Performance Industries. All Intake and Exhaust upgrades for all cars are 25% off in the upgrade shop.
34	Level 34 Reward	Eibach	You've established a relationship with Eibach. All Suspension upgrades for all cars are 25% off in the upgrade shop.
35	Level 35 Reward	Koenigsegg	You've established relationship with Swedish super car manufacturer Koenigsegg. They've sent you a 2002 CC8S super car.
36	Level 36 Reward	ACT	ACT has raised their level of sponsorship. All Clutch and Flywheel upgrades for all cars are now 25% off in the upgrade shop.
37	Level 37 Reward	AEM	You've established a relationship with AEM. All Fuel and Ignition upgrades for all cars are 25% off in the upgrade shop.
38	Level 38 Reward	Prodrive	Prodrive has raised their level of sponsorship. All Transmission upgrades for all cars are now 25% in the upgrade shop.
39	Level 39 Reward	Trans-Dapt	Trans-Dapt has raised their level of sponsorship. All Differential/Drivetrain upgrades for North American cars are now 25% off in the upgrade shop.
40	Level 40 Reward	JGTC	You've established relationship with several race teams from the JGTC. There are new race cars available in the Honda, Toyota, Nissan, and Subaru dealerships. In addition, Team Cusco sent you the 2003 #77 Cusco Subaru Advan Impreza race car.
41	Level 41 Reward	N.O.P.I.	N.O.P.I. has raised their level of sponsorship. All Turbo and Supercharger upgrades for all cars are now 25% off in the upgrade shop.
42	Level 42 Reward	Weiland	Weiland has raised their level of sponsorship. All Intercooler upgrades for North American cars are now 25% off in the upgrade shop.
43	Level 43 Reward	Sparco	Sparco has raised their level of sponsorship. All Weight Reduction upgrades for all cars are now 25% off in the upgrade shop.
44	Level 44 Reward	Lunati	Lunati has raised their level of sponsorship. All Engine Tuning upgrades for North American cars are now 25% off in the upgrade shop.
45	Level 45 Reward	OPC and BMW	You've established a relationship with German race teams Opel OPC and BMW Motorsport. There are new cars available in the Opel dealerships. In addition, BMW Motorsport has sent you the 2003 #42 M3-GTR race car.
46	Level 46 Reward	VeilSide and AB Flug	You've established a relationship with Toyota Supra tuners VeilSide and AB Flug. There are new cars available in the Toyota dealership. In addition, VeilSide has sent you a 1998 VeilSide Supra Fortune 03 super car.
47	Level 47 Reward	Porsche	Porsche has raised their level of sponsorship. They have sent you a 2003 Carrera GT super car.

APPENDIX V: TIPS FROM THE DEV TEAM

Level	Title	Name	Description
48	Level 48 Reward	Ferrari	Ferrari has raised their level of sponsorship. They have sent you a 2003 Enzo Ferrari super car.
49	Level 49 Reward	Chrysler	You've established a relationship with Chrysler. They have sent you a 2005 ME Four-Twelve prototype super car.
50	Level 50 Reward	TVR	TVR has extended their sponsorship. They have sent you a 1998 Cerbera Speed 12 prototype super car.

LEVEL PROGRESSION

Outlined below are the experience points required to advance your player profile through the levels. Experience points are earned by winning events.

Level	XP	Level	XP	Level	XP	Level	XP	Level	XP
0	0	11	93,500	22	664,000	33	2,540,000	44	5,890,000
1	1,000	12	124,500	23	774,000	34	2,790,000	45	6,240,000
2	6,100	13	155,500	24	884,000	35	3,040,000	46	6,790,000
3	11,250	14	187,000	25	995,000	36	3,330,000	47	7,340,000
4	16,400	15	219,000	26	1,150,000	37	3,620,000	48	7,890,000
5	21,600	16	264,000	27	1,310,000	38	3,910,000	49	8,440,000
6	29,700	17	309,000	28	1,470,000	39	4,200,000	50	9,000,000
7	37,900	18	354,000	29	1,630,000	40	4,500,000		
8	46,100	19	399,000	30	1,800,000	41	4,840,000		
9	54,300	20	444,000	31	2,040,000	42	5,190,000		
10	62,500	21	554,000	32	2,290,000	43	5,540,000		

APPENDIX V: TIPS FROM THE DEVELOPMENT TEAM

Apply Decals to Personalize Your Car

In the Apply Decals areas, you can lay down hundreds of manufacturer decals and vinyl layers on any area of your car. This is a very powerful tool. Take your time and you'll be amazed what this area allows you to create.

Change Your Career Difficulty Settings

Changing the Career Difficulty settings can make a big difference in how much money you earn for each race. Access the Set Difficulty area from the Career menu.



Avoid Braking and Turning at the Same Time

Try to smoothly let off the brakes as you begin turning. Even when the front tires are loaded from braking, they only have so much grip to offer. Any friction used to decelerate can't be used for turning.

Be Aware of Your Car's Aerodynamics

Most production cars exhibit lift at high speeds. Downforce dramatically increases a car's high speed cornering ability. Be careful when drafting. Though drafting can reduce drag and thus increase top speed, it can rob your car of downforce.

Beware of Understeer in FWD cars

FWD and AWD cars ask a lot of their front tires. The front tires have to turn, accelerate, and brake the car. In a high-power FWD car, wide-open-throttle can induce extreme understeer. Try to gradually roll on the throttle as you exit the turn.


Buy Upgrades to Improve Performance

Upgrades increase the performance and rarity of your car. Car rarity increases your race rewards. Experiment with upgrades to find which give you the fastest lap times and highest rarity without moving your car into a class where it struggles to compete.


Fine Tune Your Car Setup

Tune your car setup for different driving conditions and your own driving style. Experiment with gear ratios, downforce, and suspension settings to improve your time for a given track. Only tune one setting at a time to better determine its effects.

Instantly Reverse with

With the Automatic Shifting assist turned on, the brake button switches to reverse once the car has stopped. To switch into reverse instantly, use the reverse button. Reverse is  on the default controller layout.

Check Out Your Profile Statistics

At any point in the Main Menu, you can take a look at your profile statistics by pressing . These statistics include a list of all the career relationships you've unlocked as well as game completion percentages.

Compete in Online Career

When logged into Xbox Live, you can compete in Online Career events. These events use a ranking system called ELO to match players of similar skill. Online Career events award credits and increase your level like other Career events.

Complete Events to Unlock More Cars

Many cars can only be unlocked by completing events. If you're looking for a specific car, trade over Xbox Live or copy from profile to profile in the Garage.

Enable Your Custom Soundtrack

If you have ripped a Custom Soundtrack to your Xbox, go to the Soundtrack area under Options to enable it. In the Controller area, you can configure the D-Pad on your controller to skip and rewind tracks while racing.

Try Endurance Events

You've unlocked Endurance events in Career. These events contain extremely long races. Pitting and car setup will be an important component of victory. Depending on the car and your driving style, fuel and tires will last about 35 miles (56 Km).

Try Professional Events

Professional events are more tightly restricted and thus more difficult than Amateur. However, the credits rewarded for first place are considerably higher than the less restricted Amateur level.

Keep the Cars You Win

Generally, it's better to hold onto the cars you win. They may be required in later events. Also, selling cars back to the dealership only gives you a fraction of the car's worth. Selling cars over Xbox Live will get you a much better return.

Remove Upgrades to Fit into a Car Class

Car Class is based on power, weight, and tire grip. Try adding and removing different power upgrades to make your car as fast as possible, while keeping it in its most competitive Car Class.

Train a Drivatar A.I.

Train a Drivatar A.I. to use your racing techniques. Once trained, it can race for you in Career races and unlock cars. Note that using a Drivatar A.I. costs you a fee, so you won't receive the full winnings for the race.

Try Championship Series Events

Championship Series events contain races that have been arranged into a continuous series. Drivers get points for finishing position. At the end of the series, the driver with the most points wins.


Turn Off the Stability Manager to Drift

The Stability Manager (STM) assist uses your car's brakes to keep the car from spinning out. With this assist turned on, it is extremely difficult to drift or slide around a corner. If you want to drift, turn off STM.

Use the Brakes Early and Often

Forza Motorsport is a simulator. As a result, it may take longer than you expect to brake a car from high speed. When the Suggested Line assist is red, you need to be on the brakes—sometimes you have to drive slow to drive fast.

Watch Your Tire Heat

If your tires get too hot they can become extremely slippery. Use  to pull up the car damage and tire heat displays. When the tire heat display is green, the tires are at their optimal temperature and peak grip.



APPENDIX IV: MULTIPLAYER (ELO & ONLINE CAREER)

Forza Motorsport's ELO ranking system is based on a chess rating system developed by Arpad Elo for the United States Chess Federation. This is a self balancing scoring system that determines the best driver based on wins against other ELO racers.

The Way It Works

Each user starts out with a base ELO rating of 1200. As you win and lose in ELO sanctioned races, your ELO rises and falls. If you beat someone with higher ELO rating, you increase your rating quite a bit. If you beat someone with an equal or lower rating, you still increase your rating, just not nearly as much.



This is meant to encourage

drivers to challenge drivers of a higher rank and, presumably, higher skill. By continuously beating much lower ranked players, your ELO rating won't go up very much.

The same system applies for losing a race. If a high rated player beats a low rated player, that low rated player won't go down by a lot.

Where to Race with ELO Scoring

There are two venues for ELO scoring: in the Online Career, or an ELO sanctioned race chosen by the host in the regular Xbox Live matchmaking.

The ELO score appears in the My Profile screen and the far right column of the lobby. Use  and  to tab through the ELO scores in the lobby.



ONLINE CAREER

The Online Career is a series of class-specific events that you can compete in for money over Xbox Live. This money goes toward your career winnings, allowing you to level up or spend some credits on your Career Profile.

The Events are broken down into nine different categories:

- D class
- C class
- B class
- A class
- S class
- R-GT class
- R-GTS class
- R-P1 class
- Classic Sports

Finding a Game

There are two ways to get to the Online Career. Either through the Race Type select menu in Career Mode, or in the Xbox Live Main Menu.

Once there, you can scroll through the different events and see if there are any games available in your chosen class. Each Class Event has a number showing how many joinable games are available.

As you select an event you can choose to either do a Quickmatch, Optimatch, or Create a Match. These function similarly to how they do in the Xbox Live Main Menu.



- **Create A Match:** Create a lobby of that selected class
- **Optimatch:** Search for available games from game settings of your preference
- **Quick Match:** Be placed into a lobby with the closest ELO to your own

TIP: Try waiting until level 10 or so before jumping into Online Career. This way you have at least a few cars of different classes that you can compete with. Also, by then you should have a feel for the game and know what to expect out of some of the tracks.



Finding a Game

The host can only change a few settings for an Online Career race. These include:

- Friend Slots
- Language
- Laps
- Max Players
- Track

Tips to Keep in Mind

1. Online Career races count toward your ELO score.
2. You cannot race an Online Career race by yourself.
3. The more people in your race, the higher the payout will be. It pays more to play with as many people as possible.
4. The more laps you do, the larger the first-place prize is going to be. Your car takes more of a beating, but the reward is worth it.





RJ DEVERA INTERVIEW

RJ Devera is a legend in the performance tuning world. He started his own auto tuning parts business at 17, and from there he's grown to become a force to be reckoned with. The import performance world is a competitive one, and he's cut out a big niche for himself. He was heavily involved in the growth of this market and continues to ensure that he's at the leading edge of the performance tuning market. As one of the leading car builders and an accomplished driver in his own right, RJ Devera brought street racing credibility and technical expertise to films such as *The Fast and the Furious* series. With his partnership with RO_JA Motorsports, his wheel designs and concept expertise are now shared with others who embrace his passion for the sport.

We recently had a chance to catch up with RJ Devera in between his racing schedule. He had this advice to provide amateurs and pros alike.

Prima: Do you have any favorite tuning settings for each upgrade part?

RJ Devera: There are no general tuning settings. Of course, one is always looking for the best balance in power and handling to be able to get the car around the track in the shortest time possible. Every driver has their own technique and a certain driving style that calls for different tuning settings. Every car along with every track and every driver will each have their

optimal settings. For the most part, you want to be able to turn your car the way you like it. Some people like it to slide a little bit and some don't, and certain settings will help a car react one way more than the other. You also want the most power possible without making it uncontrollable, but the traction and stability control help with that so just keep doing whatever it takes to get more power!

P: What are your favorite real-world cars to race? What do you choose in the game to kick some serious ass?

RJD: I haven't had much experience with the game yet. So far the specialty cars have been a blast to drive, like the Le Mans cars along with the special tuner cars like the Sparco Evo. To kick some serious ass, I would probably end up using one of the Le Mans prototypes, but I'd have to get used to driving them first.

P: What are some of features in Forza Motorsport that really impress you?

RJD: The data logging feature is great, and the ability to tune everything down to the tire pressures is amazing. Also, to be able to fully customize your car and really make it one-of-a-kind is such a unique and fun feature.

P: What was your role exactly in working with Microsoft during the development of the game? Tuning the tracks and cars for efficiency and

accuracy? Or just the fun factor?

RJD: I would love to take credit for tuning the tracks and cars but that is all the work of the developers at Microsoft who are complete car and racing fanatics. It's amazing to see what they have been able to do. The physics model in the game is fantastic and helps the virtual cars drive and react very much like real-world vehicles. I'm just assisting in helping Microsoft understand youth tuner culture and also to give import to the tuning feature of the game. I came in pretty late so I haven't been able to really help with this initial edition of *Forza Motorsport*, but hope to become much more involved with the next generation of the game.

P: How has racing and the racing scene changed since you started your career? What are the most important factors to being a top racer?

RJD: First off, I must say that I am not a top racer. It's something that I'm working to become. The tuner and import racing scene has changed dramatically since I started, when all anyone ever did was street race. There is actually a career to be had now for automotive styling, car tuning, and professionally racing. The events are getting larger than ever and sponsorships are much more attainable.

P: What advice can you offer to our readers on how to get

the most out of Forza Motorsport?

RJD: Keep playing until your thumbs or arms fall off. Just like racing, it's all about experience and lots of seat time, so that means practice, practice, practice.

P: What advice can you offer for someone who wants to race full time? How does one get started in the business?

RJD: It would be good to start at a very young age. Karting is a good way to get involved at first. From there one could start by doing some lapping with an organization and working toward getting a competition license. Then one could actually start to race and then it all builds from there. The key is to look for opportunity and to be realistic in one's talents and abilities. Racers need to build their networks, especially if they have some talent. The right people will need to see their talent in order to move forward and actually have opportunities open up unless one is wealthy and can create his or her own team.

P: What's the best way to avoid a wreck?

RJD: The best way to avoid a wreck is to look ahead, keeping your eyes on the road.

P: What are your career plans? Do they involve RO_JA Motorsports?

RJD: I'd like to continue with



product development and automotive styling as much as I can. With RO_JA Motorsports and Motegi Racing performance wheels, I will continue to help create new wheel designs and further push our brands. I hope to keep developing my driving skills in the hopes of racing more often. And of course I will continue consulting on all levels to help others build their brands: from Xbox, to Valvoline, to Pepsi, and Denso. It's so great to work with great companies who have great resources and believe in being creative and in doing things differently.

P: Are you still building cars? What's next on the project list?

RJD: I will always continue to build cars. I am finishing up an Acura TL, a Mazda RX-8, a Nissan 350Z, and a Scion tC at the moment. Next year, I am looking to do another Acura NSX, a Mazda RX-7, a Mazda 3, a Honda Civic, an Acura RL, and a Honda Element.

P: In Forza Motorsport, which tracks do you favor? The real-world tracks or the fictional?

RJD: I like the real-world tracks, especially if I've driven on them in real life. There is something that is just magical when driving on a virtual track when you have had real-world experience. You get to relive those fabulous moments and it brings back memories and sensations that you don't get from the fictional tracks.

P: What's your favorite racing automobile of all time and why?

RJD: I would have to say one of the JGTC GT500 NSXs—because the NSX is my baby—or a

McLaren F1 GTR, because that car is out of this world. Both are just great engineering marvels and exquisite looking cars.

